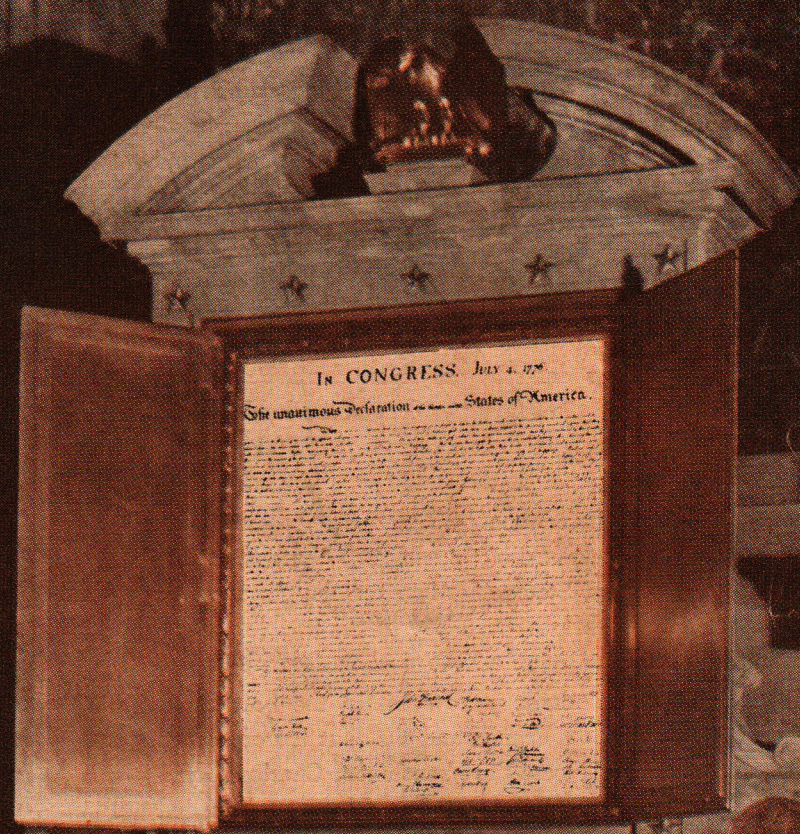


THE **T** INTERNATIONAL
eamster
JULY 1955

THE
DECLARATION OF INDEPENDENCE
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TEAMSTERS

While it is true that more than 57 per cent of the 715,000 Americans engaged in producing autos, trucks and buses live in Michigan, it is also true that Michigan is the U. S. leader in the production of auto trailers, cutting tools, jigs, fixtures, etc.; jobbing and repair machine shops; woodworking machinery; gray-iron foundries; hardware for builders, autos, furniture; metal stampings; plating and polishing; salt; paper coating and glazing; paddings and upholstery fillings; sporting and athletic goods and perhaps in other less completely reported lines. The state ranks second in twelve industrial groups and third in eight groups.

Though Michigan is one of the most outstanding industrial states (surpassed in total value of products by only New York, Pennsylvania, Ohio and Illinois), more than fifty per cent of its land area is in farms. These acres are manned by more than 275,000 persons, representing about eleven per cent of the state's work force.

Though the state is considered one of America's richest today, there was a time when it was written off as useless. A group of surveyors sent out by the United States shortly after the close of the War of 1812 reported back that the territory in the interior was a vast swamp with only here and there a little land fit for cultivation.

From 1613 until 1750 the territory now within the borders of Michigan formed a part of New France and the first Europeans to found missions and settlements were the Frenchmen, Charles Raymbault and Isaac Jogues, two Jesuits. In 1688 Pere Marquette founded the first permanent settlement at Sault Ste. Marie.

In 1701 Antoine Cadillac founded Detroit as an important point for the French control of the fur trade. The bitter strife between the missionaries and Cadillac, and the French system of absolutism in government and monopoly in trade were obstacles to progress and even Detroit was so expensive to the government that there was much talk of abandoning it. France felt little sorrow at giving up Detroit and the Michigan territory in their final set-to with the British in America.

A vertical collage of orange and black illustrations representing Michigan's industries and geography. At the top is a large orange outline of Michigan. Inside the outline, a small boat is on the left and a large ship is on the right. A black star is in the center. Below the outline are various industrial and agricultural scenes: a compass, a stack of papers, a truck, a car, a person operating a machine, a desk with a typewriter, another car, a circular seal of the State of Michigan, and a factory with smoking chimneys.

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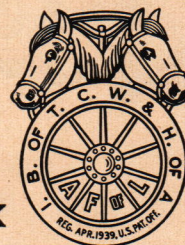
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of
Teamsters, Chauffeurs, Warehousemen and Helpers of
America, 25 Louisiana Ave., N. W., Washington 1, D. C.

VOL. 52

JULY, 1955

No. 7

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POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)



Letter from General President **DAVE BECK**

IN May, I attended the conference of the International Confederation of Free Trade Unions in Vienna.

I can report that the most obvious change I found was in the thinking of European labor. It is evidenced by the recent strike of railwaymen in Britain and the new wage demands by miners in Germany.

Workers who made personal sacrifices to rehabilitate their devastated countries now want to share in the resulting prosperity. They know that it can be done because they need only look across the ocean to see the wages, working conditions, and hours enjoyed by American labor.

But workers in Europe look to America for more than an example of what can be done; they also look to us for leadership. They look to us because they realize that we have acquired maturity and a sense of worldwide responsibility.

The most important accomplishments of the ICFTU meeting were those originated by the North American delegation made up of leaders from the United States and Canada. It was this group which insisted that the time for talk was over and that the time for action was at hand. As a result delegates from all over the world gave their approval to a plan to "organize the unorganized" on a global basis.

If you think back to the roughest days labor faced in the United States, then all you need to do is multiply the difficulties one hundredfold to get an idea of the odds faced by the workers in other lands today.

They have been terrorized, threatened and exploited for many years by foreign governments through colonization, draining off their resources and without leaving behind improvement for the worker and his children. Even the Church has failed to stop exploitation and educate the people. Now that they have found freedom of a sort, they find that their own governments are, on these economic issues, almost as bad as those which were thrown out.

There is great poverty in these lands and there is almost no manner in which the workers in scattered parts of the world can communicate with each other so that they may trade their knowledge and their strength.

During the ten days of the conference, talks were made by delegates in Spanish, French, English, and German. We listened to simultaneous translations by means of portable shortwave radios.

I was impressed by the group of men, gathered together from half a hundred nations around the earth, who were planning peace and plenty rather than war and want.

This is a new trend in human society. Its greatest examples are our assistance programs after World War II. Perhaps there was an element of selfishness in those plans, perhaps we felt that unless we helped the rest of the world they might drag us down.

Be that as it may, when else in 6,000 years of recorded history has the victor in battle put away his bloody sword with such alacrity and extended a helping hand to the beaten?

Maybe this is just an extension of the precept to "love thy neighbor," for today everyone in the world is our neighbor.

When my mother and father settled in Stockton, Calif., before the turn of the century, a trip to San Francisco, a scant hundred miles away, was an adventure to be contemplated beforehand and talked about afterwards.

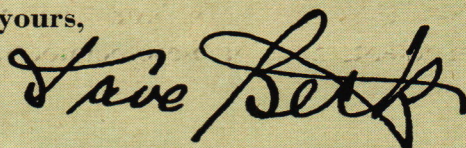
Yet, in the past month, my duties have taken me to Vienna, London, Paris, New York, Washington, Los Angeles, and Seattle. Truly it is a small world; we all are as surely neighbors as if we lived next door to each other.

From my personal observation there is nothing wrong in Europe which cannot be set right by a strong, militant, non-political labor movement willing to wield its economic strength. European workers must quit depending on their governments and do things for themselves. This policy must also be followed throughout the world if workers are to get a just share of the fruits of their production.

Of utmost importance to the Teamsters' Union was the series of meetings I had with Omer Becu, secretary of the International Transport Federation, a world-wide organization of transport unions, of which your union is the largest. I pledged the help and know-how of the Teamsters' Union to help other transport workers all over the world. To achieve this, Teamsters must participate at all levels of the ITF.

Our interest in the ITF is not completely altruistic. Standards of American workers are in part dependent upon standards around the world. Unless wages, hours and working conditions are improved abroad, sooner or later, they will depress our wages and conditions.

Fraternally yours,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is stylized with a large, sweeping "D" and a cursive "Beck".

CANADIAN CONFERENCE OF TEAMSTERS REPORTS 5000 GAIN IN A YEAR

Only One Goal, General President Beck Reports: 'Betterment of Workers Way Of Life on Both Sides of the Border'

THE second annual Canadian Conference of Teamsters was highlighted by reports of organizational gains totalling more than 5000 members since last year's meeting at Regina.

The two-day meeting in the Prince Edward Hotel, Windsor, on June 4 and 5 also discussed jurisdictional problems and then, following the pattern of the National Trade Division Conference in the United States, split up into smaller groups to examine problems of individual industries.

Seventy-eight representatives

from nineteen local unions and three joint councils attended. There was also a delegation of twelve American Teamsters headed by Vice President Einar Mohn, personal representative of General President Dave Beck, who was unable to attend the meeting.

I. M. "Casey" Dodds, of the Central Conference of Teamsters in Canada, chaired the meetings. Lucien Tremblay, of the Eastern Canadian Conference and Harry Bonnell, of the Western Conference, were at the speaker's table.

General President Beck's message

to the conference was delivered by Mr. Mohn. In it the General President stressed that "we are an international union in fact and we have only one goal: the betterment of the worker's way of life on both sides of the border."

Beck pointed out that the basic problems of workers are the same in both countries and that the intention of the International is to organize the workers in Canada on a long-range scale. He declared that Canadian personnel for the job would be used and promised Canadians the benefit of every contract your union has in the United States. In addition, Beck stressed the advantages given organizational work by having Canadian members affiliated directly with area conferences in the United States.

LONG, HARD ROAD

"It will be a long, hard road, but it is a road we must be determined to travel if we are going to improve the wages, hours and working conditions of Teamster members throughout Canada," Beck warned delegates.

Vice President Mohn cautioned the Canadians against allowing their drive to lose momentum due to "petty jealousies and bickerings" and urged them to present a solid and united front. He hailed the emergence of a national Canadian Teamster movement and pledged 100 per cent cooperation of the International Office to the organizational drive.



During a discussion period at the Canadian Teamster conference at the Prince Edward hotel in Windsor, Canada.

Each of the Americans, particularly the conference representatives, promised to support the drive as a whole and their Canadian counterparts in particular. They said Canadians can count on receiving the advantage of any organizational experience learned in the U. S.

Vice President James R. Hoffa, who also heads the Central States Conference of Teamsters, stated that close cooperation is absolutely essential to progress.

Speaking crisply to the delegates, he cautioned them that if they call a strike in Canada that they'll "have to shut down every employer right along the line."

"After they're shut down, you'll have to keep them shut down. It will be the responsibility of the delegates in this room to see that the Teamsters' Union succeeds in Canada."

"You will, by your efforts or failures to act, by your successes or your failures, either make or break the Teamsters' union in Canada!" Cries of "Hear! Hear!" swept the room.

"Every one of you must build your own strength in your own home town," he warned. "You've got to make friends of those who will help you when you're in trouble."

Thomas E. Flynn, chairman of the Eastern Conference of Teamsters, said the work of organizing Canadians would have to be done by the Canadians with help from the Americans whenever it was asked for. He warned against any hopes that they could achieve success by being "swivel chair generals." Flynn outlined the success which has been attained in Canada by his Eastern Conference area and called for the ideas of "all organizers . . . young and old, beginner and old-timer. . ."

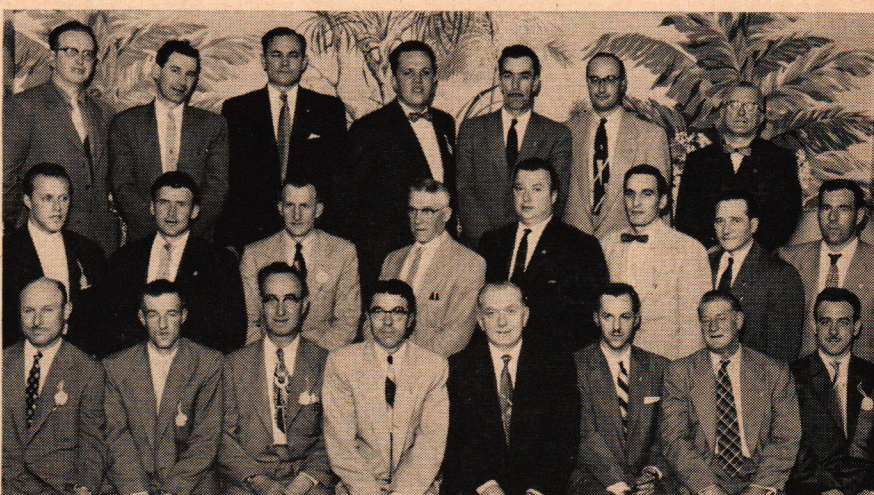
Harry Bonnell reported on the activities in his area and said that he would not be able to cite the same percentage increase in organization of his West Coast area because "we have been somewhat better organized in the past." At the same time he pledged a step-up in the activities in his area. "We are beginning to convince the employers that we are here to organize the workers in our jurisdiction and we



Delegates from the Western Conference of Teamsters.



Delegates from the Central Conference of Teamsters.



Delegates from the Eastern Conference of Teamsters.

are here to stay." He described the successful placarding techniques used in connection with a dispute involving a trucking concern in the Vancouver area.

Lucien Tremblay was appreciative

of the cooperation received from the International. He said that his area now had 5,000 members and, in Montreal alone, there exists a potential of 100,000 more members. He pointed out that the Western



AL WEISS
... Teamster economist



HAROLD THIRION
... Construction Drivers' director



LEWIS C. HARKINS
... National Cannery director

Conference locals had been organized about 10 years, the central area about two to three years, but his area was just beginning. He said that his sights were set on the warehouse and construction fields in his area, both of which need organization badly.

In commenting on the activities of the Central Area of Canada, Casey Dodds reported that Williamsburg and Port Arthur were being opened up for organization. He reported an increase of 3,766 new members in 11 locals in the past 12 months. "This increase is due solely to the hard work of the crew which has worked in the field," he declared. His division has been successful in 76 per cent of the elections in which they have participated, he declared.

He suggested that consideration be given the proposal to divide staffs into three sections to (1) Organize (2) Negotiate and (3) Service.

During Saturday afternoon the conference broke into divisions to consider the particular problems pertaining to their jurisdictions.

During the Sunday sessions the conferees considered particular means and methods whereby the organizational work in Canada might be more effectively promoted.

The close cooperation between Canadian Teamster leaders will, he predicted, "take away a lot of the employers' punch."

"They have, in the past, taken advantage of the fact that you didn't know what the situation was in regard to the same company as it



HAROLD GIBBONS
... Acting Warehouse director

operated in another part of Canada." He said that this close cooperation will be furthered in a fall meeting of Canadian leaders which is to be called.

Harold Gibbons, director of the Warehouse Division, told delegates that "there is no better way to spend the dues dollar than to organize the unorganized." He said every unorganized man in the Teamster jurisdiction is a threat to the organized Teamster.

Questions and discussion from the floor added interest to the meeting during both days. As the conference drew to an end, these outgrowths of the two conferences at



A pre-session huddle at the Canadian Teamster meeting. Vice President Einar Mohn (seated) is talking with I. M. ("Casey") Dodds (center) of Canada and Vice President James R. Hoffa (right), director of the Central Conference of Teamsters.



PETE ANDRADE
... from Western Conference



WILLIAM GRIFFIN
... Miscellaneous director



RICHARD FRANK
... from legal staff

Regina and Windsor and a year's experience of getting the drive underway could be drawn:

Distances and lack of close coordinating communications between Teamster organizing leaders in Canada can be overcome through closer cooperation, meetings together and coming to "a first-name basis."

Area differences, differences between classes, nationalities and personalities must be submerged if the organization is to prosper or, indeed, survive.

Canadian organizers must get active in the field and, with financial backing from the International Union and the accumulated experience of International Organizers, must "do the spade work" of organization.

The various trades within the Teamster jurisdiction must stop viewing themselves as autonomous and be willing and eager to assist each other in all respects at all times. The membership must be made to understand that they will either stand solidly together or fall separately.

Thus did the second meeting of the organizational drive of Canadian Teamsters conclude and as the meeting broke up, enthusiasm among the organizers attending was clearly evident; foretelling future successes in Canadian organizational activities.

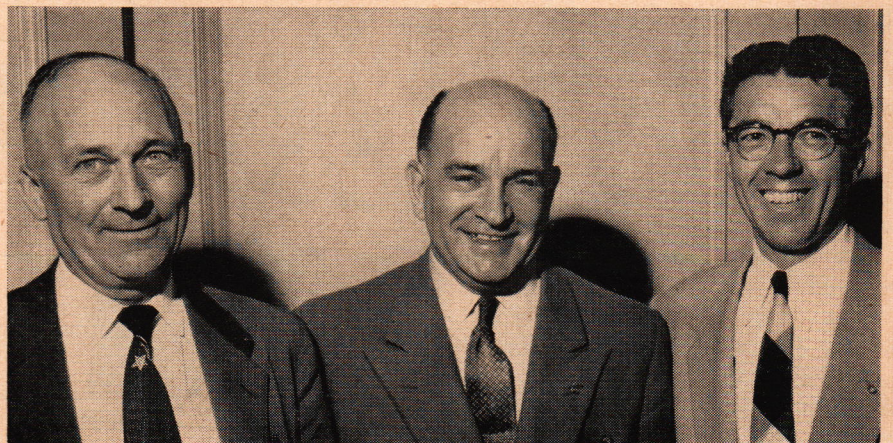
In addition to those already mentioned, the following represented the National Office at the conference: Lew Harkins, director of the Cannery Division; Harold Thirion, director of the Building and Construction Trades Division; William Grif-

fin, director of the Miscellaneous Drivers' Division; Joseph Dillon and Pete Andrade, representing Frank Brewster, chairman of the Western Conference; Al Weiss, International

Brotherhood of Teamster economist; Richard Frank of the International Brotherhood of Teamster legal staff; and John McCarty of the International publicity staff.



Delegates from the Maritime Provinces



Canadian Teamster Organizing trio—(from left) Harry Bonnell, Vancouver, British Columbia; I. M. ("Casey") Dodds, Toronto, Ontario, and Lucien Tremblay, Montreal, P. Q. These three are responsible for organizing activities for the Teamsters in the west, central and eastern areas of Canada.

ORGANIZATION URGENTLY NEEDED IN CANADA

A GREAT frontier of organization exists in Canada, a fact that is apparent to Teamster organizers in the field and a situation which is underscored by official studies by the Dominion Government.

The Department of Labor has made two studies which have been officially released through the publication, *The Labor Gazette*, spelling out the statistical and factual situation as viewed by survey teams of the Economics and Research Branch of the Department of Labor.

One study entitled "Survey of Working Conditions in Truck Transportation Firms" gives both figures and descriptive data on the standard workweek, vacations, holidays, pension programs, etc. The other survey covers "Collective Bargaining Agreements in the Truck Transportation Industry" and is a breakdown of organization in the trucking industry in the Dominion.

The survey of working conditions covered 247 firms and 8,900 non-office employees distributed across Canada. The three leading provinces in the survey and the number of firms in each were Ontario with 117, British Columbia with 39 and Quebec with 38. The order of employees by numbers was reversed in the second and third place with Ontario leading with 4,286 employees, Quebec second with 1,839 and British Columbia with 1,087. It should be noted these figures are for the firms surveyed, not for the entire total of firms employing truck transport workers in Canada.

As of the survey time (April, 1954) 89 per cent of the employees worked for firms with a 44-hour week or longer and 43 per cent worked a week of more than 48 hours. Only 40 per cent or two out of five were on a 40-hour week.

About 86 per cent of the employees got one week's vacation with pay after a year and in 204 firms two weeks with pay were given with five years or less employment. Three weeks vacation was reported by 20

Editor's Note

The figures in this article are based upon official studies by the Department of Labor of the Dominion of Canada. The progress of the Teamsters as cited in the previous article clearly shows that our stepped up organization drive is improving the picture, although we have only started our work in Canada.

firms and in most cases 20 years employment were required. Holidays varied with 80 per cent of the workers getting six holidays. The most common number in Quebec was six, in British Columbia seven and in Ontario and Saskatchewan the number was eight.

In almost 4,000 employee cases two rest periods of 10 to 15 minutes each twice a day were permitted, and in one out of four situations Christmas or year end bonus payments were made.

The survey showed that 13 per cent of the firms (more than half of which were in Ontario) had some sort of pension plans. Most plans were financed on a 50-50 basis.

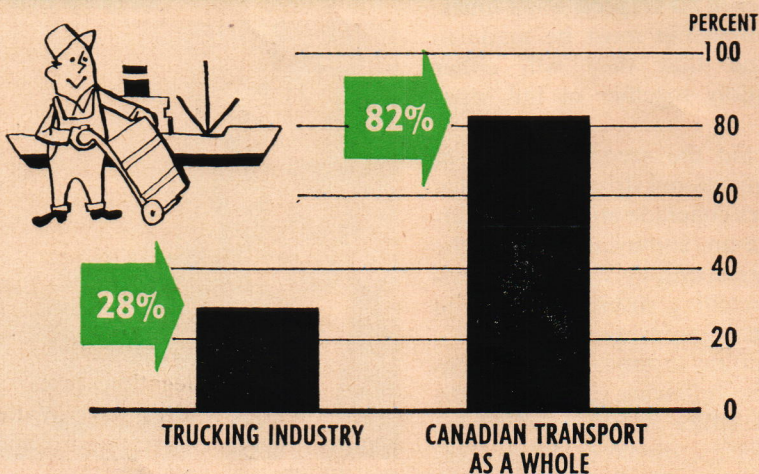
A picture of the great need of organization in Canadian trucking is shown in the survey on collective bargaining agreements. *The Labor Gazette* says that "... the organization of labor in truck transportation is much less advanced than in the transportation industry generally." According to the Economics and Research Branch of the Ministry of Labor only 28 per cent of the firms in trucking are organized as compared with 82 per cent. The survey of agreements covers 77 agreements and 11,300 workers. Of this number, says the survey "the dominant union in the industry" is the International Brotherhood of Teamsters with 9,150 workers.

Of the bargaining units listed in the survey about half are for locals of 11 to 50 workers, but the study also points out that more than half the 11,300 covered workers are included in only four bargaining units.

It is interesting to note the designation of other unions which have some of the truck transportation workers organized. There are some 32 bargaining units covering 2,000 workers outside Teamster ranks.

(Continued on page 26)

TRANSPORT UNIONIZATION IN CANADA



SOURCE: CANADIAN DEPARTMENT OF LABOUR



Opening session of the Fourth World Congress of the International Confederation of Free Trade Unions in Vienna, Austria. General President Dave Beck was a delegate to the meeting.

ICFTU to Step Up Anti-Red Drive

*American Delegation Takes Lead
In Mapping Bold New Program Against
Communism; President Beck Attends*

A NEW and greatly stepped-up attack on world-wide communism will be made by the International Confederation of Free Trade Unions as the result of action taken by the Fourth World Congress of the organization in Vienna, Austria.

BIENNIAL MEETING

The world agency held its biennial meeting in Vienna May 20-28, too late to permit a report in last month's issue of *THE INTERNATIONAL TEAMSTER*. General President Dave Beck was one of the American delegates attending the Congress. During the sessions of the confederation President Beck served on the public information and public affairs committee.

The American delegation was headed by AFL President George Meany and included from the AFL, Vice President David Dubinsky

(ILGWU); Vice President Charles J. MacGowan (Boilermakers); Vice President James C. Petrillo (Musicians) Vice President W. C. Doherty (Letter Carriers); Vice President Harry C. Bates (Bricklayers); Irving Brown (European representative); William J. McSorley (Lathers); Robert Byron (Sheet Metal Workers); Jay Lovestone (Free Trade Union Committee); and J. Albert Woll, Federation general counsel. Delegate Bates could not attend due to illness and Delegate Doherty was detained in Washington due to the battle over the postal pay bill.

CIO DELEGATES

The C.I.O. delegation included these members: President Walter Reuther; Secretary-Treasurer James B. Carey; Jacob S. Patofsky, David J. MacDonald; L. S. Buckmaster,

Emil Rieve, O. A. Knight, Victor C. Reuther, and Michael Ross. Thomas Kennedy and John Ghizzonni of the United Mine Workers rounded out the U. S. delegation.

BECU PRESIDES

Problems confronting free labor the world over were on the agenda when President Omer Becu dropped the gavel on opening day marking the beginning of the fourth biennial session. Previous meetings have been held in London, Milan, Italy, and Stockholm, Sweden. Following a report of the general secretary, J. H. Oldenbroek of the Netherlands, the Congress got down to business with immediate consideration being given such problems as progress of organized labor in the underdeveloped countries; the decline of colonialism; the rise in the

ICFTU photos by Alexander Archer

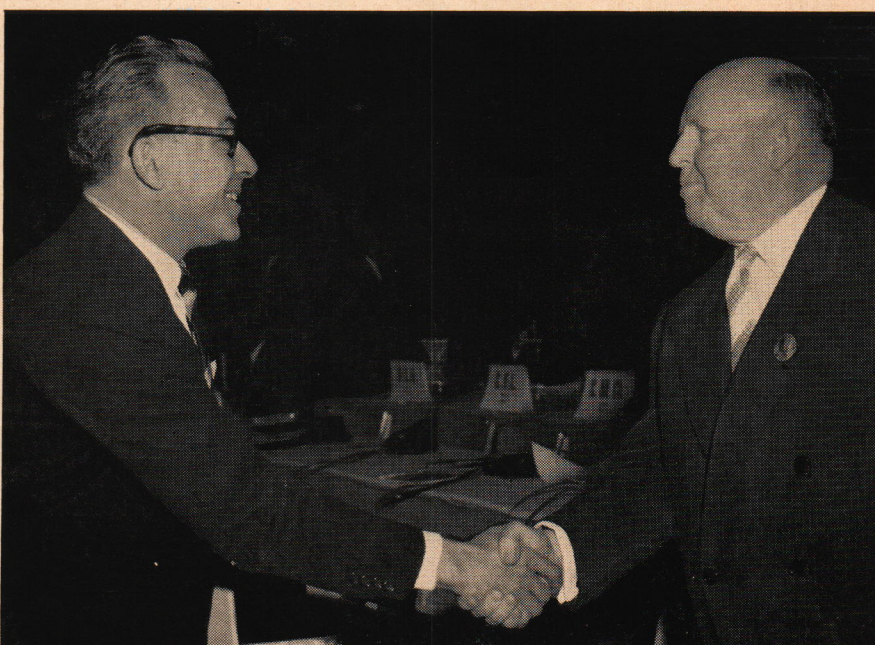
standards of work and of living in various countries of the world; the problem of free labor in terms of the impact of the cold war between the East and the West.

The American delegation had felt that the attack on global communism should be greatly intensified. Some delegates had said in the informal corridor discussions of the matter that the administrative problems of running the International Confederation of Free Trade Unions made it desirable to develop some sort of machinery to fight communism not present or available within the confederation itself.

DEVELOP PROGRAM

The American and Canadian delegations teamed up to develop a program which was ultimately approved by the executive board. Under this program a new agency or division of the ICFTU will be set up, not responsible to the general secretary. Under the program adopted this agency will be headed by a director of organization and will have cut out for it a strong list of objectives in terms of fighting the Communist tide on the world front and of increasing the offensive through actual trade union organization.

The new program was the result of some four days of back-stage efforts by the North Americans led by AFL President Meany. Efforts were concentrated with the executive board of the ICFTU. When the smoke of the behind-the-scenes battle cleared away the board had voted



President Omer Becu of the International Confederation of Free Trade Unions welcomes General President Dave Beck to the Fourth World Congress in Vienna. The meetings were held May 20-28. Delegates from 75 countries were present.

16-3 to set up the anti-Red agency.

Voting with the United States and Canada were executive board representatives from West Germany, Italy, France, Denmark, Africa, Pakistan, Lebanon, Israel, the West Indies and Latin America. Negative votes were cast in the board by Japan, Austria and the Netherlands.

The next big job of the confederation is that of selecting a director to head the important new agency to fight totalitarianism. The Americans' No. 1 choice is Omer Becu who is also president of the ICFTU, an unpaid post, and is head of

the International Transportworkers' Federation. He has a reputation as an aggressive fighter for free labor. He was active in the resistance movement in World War II.

When the new director is named, he will have outlined for him three key objectives as set forth by the ICFTU executive board. The new agency will be responsible for:

"1. Planning, encouraging and assisting the formation on labor unions in areas where they do not now exist.

"2. Strengthening affiliated organizations where they are weak.

"3. Planning for concerted, continuous activities to combat and eliminate the totalitarian menace and promote the influence of free labor unionism as an organized world movement."

STRENGTHENING LABOR

Two other developments during the world congress were aimed at strengthening labor in the free world. The delegates endorsed the changed position of the West German Federation of Labor which for the first time took a favorable stand for rearmament in their country. Hitherto the labor unions in West Germany had been reluctant to approve a program of bringing back any sort of arms set-up.



President Beck spent a great deal of time with the delegates from the various free world nations. Here he is shown with a delegate from the Gold Coast. Delegates Charles MacGowan of Boilermakers and AFL General Counsel J. Albert Woll are shown at left.

Efforts were made to obtain recognition of the trade union movement in Yugoslavia, but these failed when the ICFTU delegates slapped down the representatives from Tito's country. The Communist character of the country, the delegates felt, made it impossible to accord recognition as a free labor movement workers in organizations under any form of communism, Tito's or the Soviet.

The host nation, Austria, drew more than ordinary attention from the visiting delegates to the world congress since Austria had, a few days before the confederation convened, won its independence. In his address in the Konzerthaus in Vienna where the sessions were held President Meany paid tribute to the Austrian labor movement saying:

"We of American labor can never forget and will be ever thankful for the heroism of the working people of Vienna when they so bravely defended their homes against the Dollfuss terror. Your inspiring fight for freedom in the thirties is a glorious chapter in the story of world labor's fight for human decency and democracy.

"Without this undying devotion by Austrian labor to human liberty the Austrian people could not have been so firm and successful in their resistance to Communist infiltration and subversion. Remember: and this applies to all countries—without first defeating Communist infiltration and subversion at home, you can never stop Communist invasion and slavery from abroad."

MEETS LEADERS

During the period of the ICFTU meeting President Beck had an opportunity to confer with labor leaders from all parts of the world and to meet in informal sessions with leaders of European countries who came both as delegates and observers to the congress. The general president renewed acquaintances with union leaders he had met on previous trips to Europe.

After he returned home President Beck said, "This has been a productive trip indeed. The American delegates were impressed by the fight that is being made in many parts of the world against all forms of oppression. The reports we heard



Transportation problems were discussed with various foreign delegations by President Beck at the ICFTU meeting. He is shown with G. Pastore, Italian labor leader, and two of his associates.

should make us realize, first that we in American are very fortunate indeed and secondly, that there is a great responsibility on the part of the union leaders of the free world to step up the effort to bring the advantages of trade unionism to every sector of the globe. History has shown that where union labor goes conditions, hours and wages improve. And there was never a time when unions were more needed than today. I am certain that every delegate from the advanced countries attending the Vienna meeting

came home with a strong resolution to do what he can to improve world labor conditions. We know that we do not fight alone in this world struggle—we must, and we will, help others."

Many of the delegates to the ICFTU went from Vienna to Geneva, Switzerland, where they attended the 1955 general conference of the International Labor Organization. George P. Delaney of the international department, American Federation of Labor, is labor delegate to the ILO.



General President Dave Beck holds impromptu press conference with American correspondents. Left to right—Howard Norton, *Baltimore Sun*; President Beck; A. H. Raskin, *New York Times*; Victor Riesel, *New York Mirror*, and Arnold Beichman, *Christian Science Monitor*.



WHAT ARE GOOD UNIONS MADE OF?

They're Made of Men and Women Who Have Faith in Their God, Confidence in Their Skill and the Courage to Stand Together And Demand Justice—People Like Helen Gavin, Whom You'll Meet in the Story Below

MRS. Helen Foley Gavin, Teamster, is typical of the many thousands of female members of the Teamsters' International who, day in and day out, year after year, serve the needs of industry as they produce consumers' goods for the nation.

Helen Gavin is a long-time member of Local 463, Philadelphia. For eighteen years she has worked at the same job in the same building for the same employer. This is symbolic of the dogged determination which seems to carry Helen along life's pathways. She seeks no special favors from life nor does she feel that life should call on her for more than life is ready to yield without petition.

Helen is a self-sufficient individualist, yet is imbued with a strong sense of group responsibility which has really built the institution of organized labor. The great organizations of labor today may well have once been the dreams of idealists. But the working organizations we have today, running interference for the working men and women in the rugged game of life, were built piece by piece by careful and practical organizers who saw the needs of the workingman's society and fulfilled them.

Not by sheer chance does Helen know these needs. Her sense of real responsibility has been hers from the beginning. She was the daughter of a union carpenter; one of seven children born into the Irish family that lived a proud life, though sometimes in the face of im-

minent want and need. Sometimes the work wasn't forthcoming when the children needed new clothes. Helen's father hustled out and looked for it. Only once in all those years did he ever take a non-union job. "It was almost like a sign," says Helen. "That was the only time in his life he ever got hurt on a job!"

Two of the children, twins, didn't live past 16 months. The other five grew up and now four of them live in Philadelphia. One brother is a carpenter like his father. Another brother died in combat. Two of the girls, Helen and her sister, are married and a third lives with Mom and Dad Foley; both of the latter now in their middle seventies.

When the Foley family was growing up, Helen went to work as a salesgirl in several of the large stores in Philadelphia; stores like Strawbridge and Clothier and Sneltenberger's, as a salesgirl after she got out of Tilden Junior High and finished one year at West Philadelphia High School. She was a "just average" student. She never failed a class, but on the other hand never took any honors in anything.

Helen wasn't a joiner and still isn't. The only exception to her "no joiner" attitude is her union affiliation. All this is symptomatic of her philosophy of "I'll take care of me." Yet interlaced with this, a reasonable belief in unionism, where the philosophy might be termed one of "We'll All Take Care of Each Other," is not at all at odds.

It was during the darkest depths

of The Great Depression in '31 when she quit school and went to work. It took four years of that bouncing around from jobs in five-and-ten stores through the department store jobs until she "found herself" quite through accident. She was at a party and, through her brother, was introduced to the plant superintendent at Breyer's Ice Cream Company.

Philadelphians claim the highest present-day per capita consumption of ice cream. Be that as it may, in '35 Helen Foley was glad for whatever consumption there was. She started to work at Breyer's as a popsicle packer at a figure of about 40 cents an hour, perhaps lower (the records are inconclusive on this point). She was laid off in September after starting in June, for it was then and continues to be a type of seasonal work. She went back in April of '36 and quit in December. Again in April of '37 she started with Breyer's and was laid off in October. Exactly thirty days later she started to work at Breyer's and continues to work there today. Her rate in 1937 was 40 cents an hour. Today she has the second-highest rate of any of the 100-plus regular girls at Breyer's; \$1.46 an hour. She knows everyone at the plant. She can work on virtually any machine the plant has and she is the shop stewardess for the female production workers.

Helen is now 39 years old. She feels that life has not been particularly bad to her, yet not particularly good, either. "Just average," is the

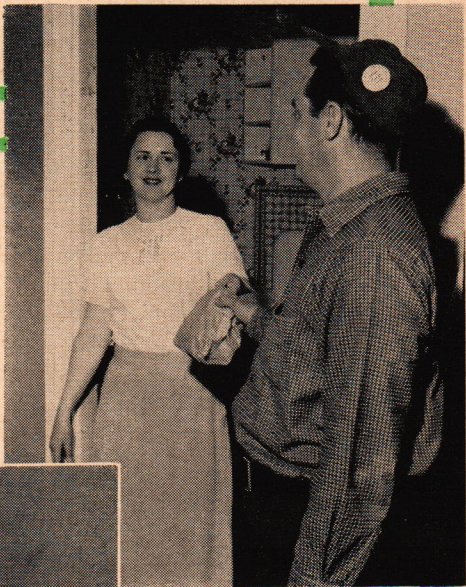
Right: On her way home from work at Breyers', Helen stops by the corner grocery store for family supplies.

Far right: The Gavins are buying a house; their first home together. Here Helen confers with an officer of the bank where she has maintained a savings account for many years.

Helen
Gavin
HOUSEWIFE



Left: Religion plays a real part in the lives of both Helen and Fred. Here they attend services.



Above: Every morning, as Fred goes to work, Helen packs lunch for him, one for herself.



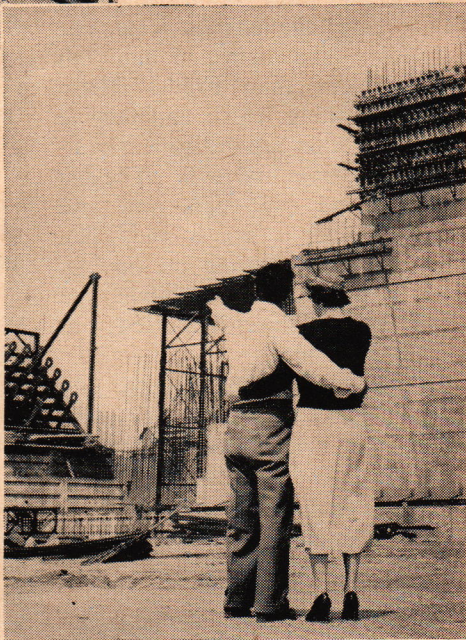
Above: The Gavins pose on the steps of their apartment house where their apartment is ready to be rented when they move to new home which they will buy.



Above: The family budget is a real and vital affair for the Gavins as they plan on future moves. Here they work together.



The Gavins have a very low-pressure but nevertheless enjoyable social life. Here they entertain a couple at a night card game.



During the course of a Sunday afternoon drive, Fred shows Helen where he is helping, as a carpenter, to put a new bridge across river.

way she would express it. She doesn't get unduly excited over anything. Perhaps the one exception to prove this rule was her marriage.

Helen married a carpenter, just as her mother had done. "He even looks a little like my Dad," she says. Fred Gavin is a happy-go-lucky Irishman with a terrific sense of humor. He, like Helen, doesn't kid himself that his union is a magic solution for the problem of continually bringing home a good living. He believes he's got to deliver outstanding results so he can always get a job with any contractor working in the area. He'll travel to a job a little distance away if it gives promise of good employment. He's ready to jump from job to job as needed. In his way, he's something like Helen but where Helen would be unmoved and stolid in the face of a personal misfortune, Fred might laugh it off with a quick "Oh, what the hell," and switch quickly to the next item on the menu of life.

The Gavins live in a second-floor efficiency apartment in a big remodelled house. For both its the first time to try housekeeping. Fred lived with his parents after he returned from wartime service as a carpenter's mate in the Navy—"regular, please, not the Seabees!"

Neither of the Gavins consider it unusual that they both waited so long to enter the married state, nor that Helen is a matter of a month or two older than Fred. There were other things to do and they've both just gotten around to the business of getting married. They've been married two years now and they've found a house they like which they're planning on buying. Fred thought about buying a "shell" and finishing it himself, but discarded the idea.

"If he did it, it'd look like a bridge!" joked Helen, in allusion to Fred's many bridge jobs. She takes an interest in his work and on a Sunday afternoon ride he will show her the progress on the new Delaware River bridge where he works at setting concrete forms.

They're not planning on children, nor are they planning on no children. "If it happens, it happens—

okay. If it doesn't happen, it doesn't happen—okay," says Helen. "After all, I'm not 19 any more."

Helen enjoys a good reputation as a steady worker at Breyer's. Sometimes she is inclined to take an occasional "long weekend" during the summer months when the swimming is good at the Jersey beaches. Otherwise, it's strictly business and she handles the grievances of the force of girls at Breyer's with precision and dispatch. If a girl hasn't a legitimate grievance, Helen doesn't try to "make herself look good" by following it up; she just tells the girl to get back on the job. On the other hand, if the foreman's trying to "jig up the machines" (speed up the work) Helen lets him know about it in no uncertain terms. It isn't unusual for her, the foreman and the superintendent of production to have a private little Donnybrook on a grievance matter in the super's office.

COLLECTS DUES

In addition, Helen as stewardess collects the \$3 a month dues from the girls, and their books, and takes them down to the first floor once a month where the business agent receives the money and pastes the dues stamps in the girls' books.

"I was raised on union bread," remarks Helen, "and I know how important a union can be." She recalled how her father was injured only once in his long and active life and that on a non-union job. "Sure, there's some faults in unions, but none that can't be ironed out." If Helen thinks her union is wrong, she speaks her mind. And she'd rather do anything than miss the annual stewards' party.

The Gavins have a limited social life. Most of their entertainment is with each other as they go for rides in their '53 Chevrolet on Sundays and to the movies from time to time. Sometimes they have other people in for an evening; people like Ben and Anne Speare in the next apartment. They have drinks and play cards beneath a blue glass etched motto "God Bless Our Home" hanging on the wall.

Helen is extremely active, even to the nervous side, no doubt con-

ditioned by growing up in a household dependent on continuing work and a strong union. During an evening she will wander throughout the room, emptying ash trays and deftly touching and straightening. Right now she has her heart set on that \$17,000 house and, when Fred casually mentioned the outside possibility of an area-wide carpenter's strike, she exclaimed:

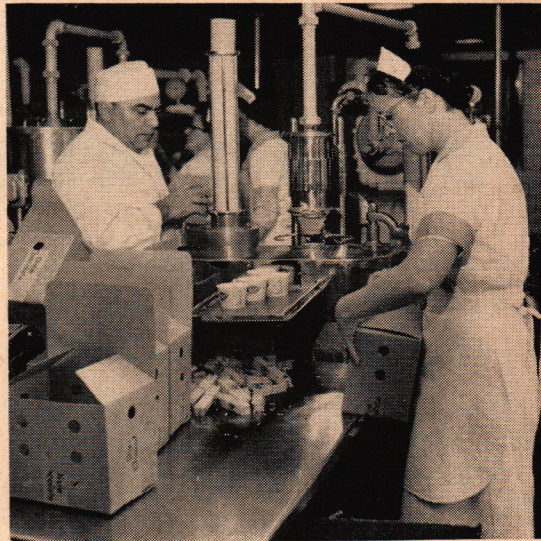
"Don't you strike! We've got to have the payments on that house!" She was voicing the hope that his union would not strike. She would, of course, never think of counselling him to scab.

Security, for Helen Gavin as with thousands of other female Teamsters, has come largely from the presence of a militant union. She and her sister workers have learned that their union is not "a man's union" which will "sell the women down the river" when the going gets tough. Because this is so, her life, since she entered the economic market at Breyers so long ago, has gone along on a fairly even plane. She considers that the worst day of her life was the day when she was notified her brother, with whom she was very close, had been killed in the Battle of the Bulge. He was a lieutenant in the Infantry. Her best day, she declared, was the day she and Fred married in May, 1953.

Fred and Helen live a closely-knit life. Neither has many outside interests and Fred's hobby, of wood-working, is one which no carpenter would ride unduly hard. They attend services together each Sunday in the Church of the Transfiguration. They put their trusts in this order: in God, their own abilities as first-rate mechanics in their own fields and in their unions. Realists both, they acknowledge that, the world being what it is, they cannot leave everything up to Divine Providence. "God helps those who help themselves," says Helen. "And the way I see it, that means that 'those' means 'everybody' and 'themselves' means 'everybody' too. Everybody's got to help not 'himself' but 'themselves.' To me, that sure means my union," she asserted.

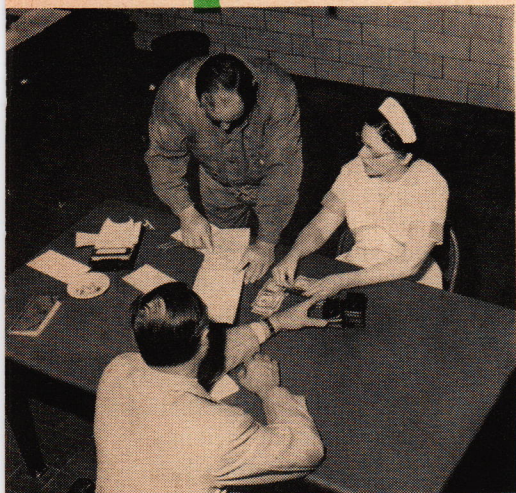
And that's how good unions are built.

**Helen
Gavin
TEAMSTER**



Helen Gavin is shop steward in the filling department at Breyer's Ice Cream Co. where she works. Here, with others, she works at machine which delivers bricks of ice cream.

Because Helen has been with the firm so many years and has engendered the confidence of the management, she is often called on to fill in at many jobs in filling room.



Although Helen is a trusted and loyal employee, she can still be counted on to be a loyal union member, too. Here she turns in dues collected from her shop.



In circle: Girls on filling floor at plant have a dining room for lunches. Here Helen, center, chats during meal.

Below: In conference with the production manager, on left, and foreman, center, Helen states the case of one of girls on her shift who has had a grievance arise.



At the close of day's work, Helen Gavin, Teamster, takes down her street clothes to resume once again her other role as Mrs. Fred Gavin.

EDITORIALS

Organizing at Miami Beach

News dispatches have carried stories recently of efforts of Local 255 of the Hotel & Restaurant Employees to organize the luxury hotels in Miami Beach and Miami, Fla.

The fact that the hotel workers are seeking recognition is indicative of the desire of the workers to utilize the benefits of collective bargaining to better their wages, hours and conditions. Miami Beach is one of the last areas in which there is but little union organization. If the hotel workers are successful—and the wages and conditions under which they are working amply justify their seeking improvement—they will be blazing a needed trail in unorganized territory and will benefit all organized labor.

The Teamsters feel that the entire American Federation of Labor should give immediate attention to the organizing efforts in Miami and Miami Beach. The AFL through its Executive Council should take the lead in setting up a union organizing structure and financing and should take steps at once to make the recognition and organization efforts effective.

Without question there is an organized program among the hotel and restaurant owners of the Miami area to impede or stop the normal development of union organization. These hotels with their high prices and miserable working conditions and wages should be made the immediate targets for unionization.

The AFL should make the Miami-Miami Beach effort the seat of a well coordinated and directed campaign with the AFL and the CIO joining in an aim to make the campaign effective.

This fight for decent wages, hours and conditions for the hotel workers in the area must be taken to every quarter of the United States and into Puerto Rico and into other places so that public opinion will be informed and outraged and will condemn the vicious conditions existing among the multi-million dollar hotels of the Miami Beach area.

The Teamsters will be glad to take the lead in a campaign joining with the culinary workers to achieve decency which those workers deserve.

A Note on Independence

Celebration of Independence Day in the United States is a reminder of the great heritage of the American people, the heritage of Government by the people instead

of by a monarchy. And in these days of totalitarianism we could well add government by the people instead of by a dictatorship, a dictatorship of either the extreme left or the extreme right.

Independence Day should be a reminder that we have not only a great heritage from the past, but we have likewise been bequeathed great responsibilities from our forebears. The great resources of the New World are being used to generate new levels of prosperity and progress for all mankind.

The technological progress we have made is serving the world over. Our engineers and our scientists have made discoveries, developed designs invented machinery and equipment which has been placed in the service of all mankind.

Our medical authorities in keeping with the humanitarian nature of their calling have freely shared the great discoveries of past decades for the alleviation of suffering of all. We have sent doctors and nurses and other public health experts the world over both under Government auspices and from private groups to aid in the improvement of health.

Our administrative experts have likewise helped as advisers to Governments both through the International Labor Organization and directly to other nations.

Independence of political thought is a great heritage and emancipation from the toils of a dictated rule is great indeed. Today we are adding to that emancipation a new type of freedom—freedom from want and suffering and we are indeed proud of the contributions that we have made and are making throughout this troubled world.

\$200 Billion Potential

The nation needs to spend \$20 billion a year for the next ten years in order to keep up with the actual population needs for new highways, schools, hospitals, water and sewer facilities in the state and local areas. This requirement—a \$200 billion potential in ten years—is set forth in some detail by the Departments of Commerce and Labor in a prospective look at the needs ahead.

If we proceed at our present pace of construction, say the experts, we will be building only two-fifths or 40 per cent of the construction we really need. To put this tremendous potential in other terms, and expressed in 1954 building costs, the program for 1954-1964 is equal to nearly four times the amount of non-Federal

public works construction put in place in the last ten years and one third more than the total construction volume for these needs during the past 35 years.

To meet the requirements of the exploding population with 37 million births between 1945 and 1954, we must raise our construction sights, the Government forecasters say. We are living in a progressively increasing standard of comfort and an advancing standard of living. We are needing more facilities because we have more—and will continue to have more in the years ahead.

In past issues of *THE INTERNATIONAL TEAMSTER* we have described highway needs and no one knows more emphatically than do truck drivers about these needs. They may not be so familiar, however, with our needs for new schools, new hospitals and educational buildings.

Here is what the experts say we need in non-Federal public works—the figures speak for themselves: \$92 billion in highways; \$41.5 billion in educational buildings; \$22 billion in hospital and institutional buildings; \$25.3 billion in sewage and water works and another \$23.2 billion in miscellaneous non-Federal public works.

On the Safety Front

The summer time brings many problems of human safety, or perhaps we should say the summer period emphasizes problems of safety in many aspects.

Summer is vacation time and that means a new set of family cautions, ranging from the danger of poison ivy at picnics to mad mayhem of reckless drivers. And highway safety cannot be too emphatically stressed. The record we as a nation are making in highway safety is not a good one. In trying to lower the appalling toll of death and destruction we all have an important role.

In the summer time we are exposed to the hazards of deaths from drowning. The American Red Cross has done a good educational job in warning on water deaths—and has cautioned vacationers on the problems of swimming and boating.

A more lowly, but sometimes a really dangerous hazard, is sunburn. While the fatality list may not be impressive, sunburn can cause considerable discomfort and as vacationers we might be well to watch our exposure.

Safety should not only be a habit, it should be a way of life. Basically the human factor of carelessness or negligence to the ordinary precepts of prudence can be blamed for most of the accidents and mishaps in the summer—or any other time.

We should all make a special effort this year to use such care that we will not endanger the welfare of anyone and we will find that safety pays off in increased enjoyment of life.

Labor's Summer Schools

The number of summer schools, institutes and seminars for trade unionists is increasing year by year. This year more than 100 will be in session in various parts

of the United States and in many of these Teamsters will be attending and participating.

The Department of Education (AFL) has been doing a fine missionary job in promoting education in the labor field for trade union affiliates of the Federation.

Education for leadership in organized labor today is vastly more important than it was 20 or 30 years ago. The fundamentals of how to achieve better wages, hours and conditions are, of course, just as basic in the equipment of the labor leader as they ever were. But today labor is confronted with many additional problems.

Today the labor leader must understand the place and purposes of legislation, both state and Federal. He must know economics and the changing patterns and trends of the industry in which his members work. He must come face to face with the challenge of automation. He must know something—and more than a little—about many things ranging from economics, legislation, and collective bargaining to a wide variety of topics. It is little wonder then that labor institutes are finding increased popularity and usefulness.

Perhaps one of the great new frontiers in the trade union movement will be found in labor education. The summer institutes are making great contributions, but we need more—and more continuing educational programs.

There Are Still Differences

We sometimes think that the world has grown so small and that air transportation has made it possible to span continents quickly that there is little left in the world that is strange. Even the Explorers Club may be hard put to find unusual objectives for safari. But despite stepped up progress, we do hear in the public prints of unusual happenings that restores our faith in the fact that we are living in a very big and very curious world.

Word comes from Leopoldville, Belgian Congo, that the government there tried to cut down on the drinking volume of the males by paying wages directly to the wives. Last year the Congo men spent about a third of their pay on booze. But the pay-the-wives deal didn't work—practically caused a revolution.

A Johannesburg, South Africa, medical expert comes up with the news that some 70 per cent of South African men die of heart failure after 35. He ascribes this high death rate to excess eating, too little exercise and over-ambitious wives who keep needling their husbands to get ahead.

A measure to insure domestic tranquillity in a new liberation province has been taken by the Egyptian government. It seems that Egypt is carving a resettlement colony out of the desert to take care of a number of impoverished peasants. One of the new regulations forbids a young couple to take any mother-in-law along. This step is taken to insure domestic harmony. Wonder if it works?

There are differences, after all.

BIAS IS CHARGED IN TRANSPORT REPORT

By WARREN G. MAGNUSON
*Democratic Senator from
Washington*

WE ARE PROUD America has drawn a blue-print for the world in both liberty and freedom. We have also blue-printed several other programs that fit into that pattern. One of these is transportation and the way we have shown the world how to move goods speedily, economically and efficiently.

Unfortunately, during the last few years, there have been disturbing notes in our progress. Just recently, there arrived from the Executive branch of the government a proposal to amend the Interstate Commerce Act.

It came from the so-called Presidential Advisory Committee on Transport Policy and Organization. The accompanying public statement said the Presidential group had worked long and hard to arrive at these recommendations. Perhaps that is true, but the more I look at the series of amendments which has been asked, I wonder more and more who was consulted.

As Chairman of the Independent Offices Appropriations Subcommittee, I sat down with leaders of Interstate Commerce Commission, among others, and asked them what part they played in drawing up this so-called "revision of federal transportation policy." Chairman Mitchell of the Interstate Commerce Commission told me that he had not been consulted.

Checking with the water transportation people, the Maritime group, I could not find anyone who was consulted to any great degree there. As you might guess, the story is the same from America's trucking industry and the air transport people. Even the Civil Aeronautics Board was overlooked.

I am beginning to wonder who was consulted, and as Chairman of the Interstate and Foreign Commerce Committee of the Senate, I intend to find out when we begin

hearings on the President's proposal.

When the proposal first came out, I said I thought it was weighted in favor of the railroad. I have not changed my mind.

In the name of "Dynamic Competition" the report gives specific recommendations and then proceeds to rewrite our transportation laws to give railroads a freer hand in bidding for the transportation dollar. Is that hand to be freed that our entire transportation system will break down?

I think Mitchell of the ICC was as surprised as I was when the proposals were drawn by the close group around the President. Best proof of that comes in the fact the ICC has some separate amendments to the Interstate Commerce Commission Act, and obviously was amazed that the left hand should not know what the right hand was doing.

Transportation is big business in this America of ours. Something like 20 billion dollars goes to regulated carriers. Shippers who are served by the world's best transportation system deserve the best protection.

Believe me, they are going to have it when we start through the present proposal, item by item, question by question, so that we can get to the bottom of this proposal to upset the transportation applecart.

Bright Trailers Due

Brightly-colored trailers, given a permanent tint without use of paint, may soon grace the nation's highways, according to Roy Fruehauf, president of Fruehauf Trailer Co.

The process for giving trailers bright hues is now in the experimental stage. The trailers are anodized, an electrochemical process which permanently treats, finishes and protects the skin of aluminum trailers, Fruehauf said.

A half dozen colorful shades are now being used, but in another year, it's estimated, the color chart will be endless.

President Beck on 'Today'



Frank Blair, news editor of the Dave Garroway morning television show, Today, interviews General President Dave Beck after the Teamster executive returned from the ICFTU Congress in Vienna. Blair asked questions about the Vienna meeting, the investment of union funds in corporations, and the possible absorption of the International Longshoremen's Association by the Teamsters' International.

'We Can Make Headway Under Teamster Banner'—Nearly Unanimous Vote Brings 1200 into Union at Minneapolis

BOTTLERS' LOCAL IS CHARTERED

The 1,200-member St. Paul, Minn., Bottlers' Local 343 of the CIO Brewery Workers' organization voted to secede from the CIO and join the Teamster union June 5.

The action was on near-unanimous vote. A thorough discussion before the voting had made it clear to the members their opportunity for progress was within the Teamster movement, leaders said.

Officials of the Brewery and Soft Drink Conference were on hand to present the new group an AFL Teamster charter. The new organization will be known as Local 1343.

John H. Wyant, long a leader in his union, asserted "we came into the AFL because we have become convinced we can make headway under the AFL Teamster banner."

"We realized the CIO Brewery organization was hopelessly inadequate to do anything for us. Many of us had been members a long time and, being a group characteristically loyal, we long overlooked the helplessness of the International Brewery outfit.

MADE DECISION

"The membership came to the conclusion that we were not going to sit by and watch Teamster unions and other AFL locals make great progress while our organization slipped behind. We thoughtfully made our decision that chances for the greatest gains is membership in the International Brotherhood of Teamsters."

Mr. Wyant said the 10-man executive board recommended the move. He praised the assistance of Steve Brody of the Brewery Conference for his guidance.

He also lauded William Ahearn, Los Angeles, chairman of the Brewery Conference; Ray Schoessling, Chicago, secretary of the Conference; George Leonard, Los Angeles; Bob Lewis and Ken Beerhalter, both of St. Louis, Conference officials, and Frank Seban, Chicago.

Mr. Wyant said Teamster local union officials of Minneapolis and St. Paul were helpful in making the change smoothly. He said virtually all of the members have signed cards joining the Teamsters, and more than 600 members signed cards at the meeting when they voted to become Teamsters.

The membership comprises St.

Paul men who work at Hamm's brewery and Pfeiffer's brewery. More than 1,000 are employed at Hamm's and the balance at Pfeiffer's.

Members of the executive board of the new union are: William Dericks, president; Wayne Lutz, secretary; Carl R. Stack, vice president; Russell W. Anderson, financial secretary; Floyd (Shorty) Stringer, treasurer; Arthur Lemke, Gerald Flynn, John Wyant, Daniel Donovan, and William R. Johnson. Trustees are Robert Murphy, Carl Weaver and August Sofie. The only non-Teamsters in St. Paul breweries now are those in a small local of the brewers and maltsters.

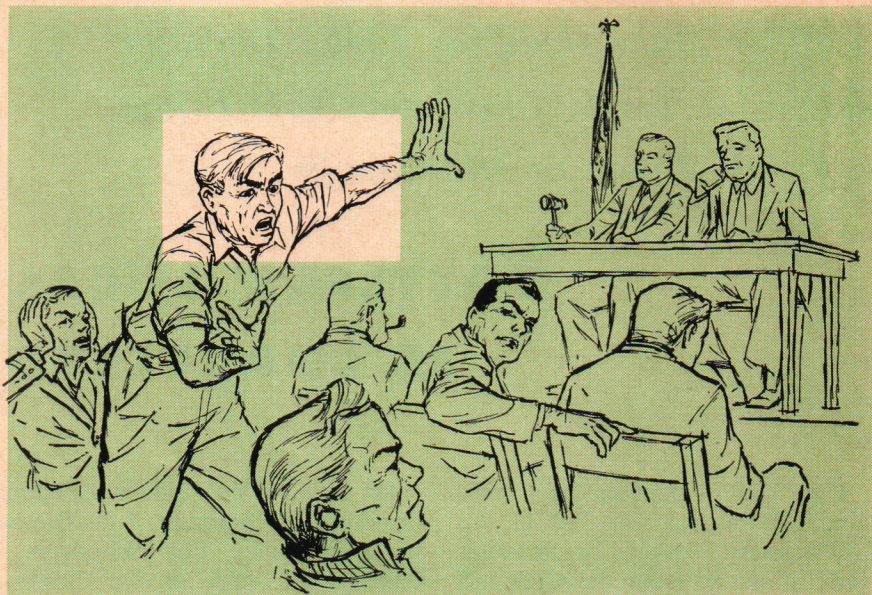
Organization of the St. Paul brewery workers marks another step in the efforts of the National Division of Brewery & Soft Drink Workers in cooperation with the area conferences in expanding unionization under the Teamster banner of industry workers. Efforts to organize in this industry, according to trade division officials, has been greatly helped by the establishment of the Central Conference of Teamsters covering the Midwest and the Eastern Conference of Teamsters with jurisdiction along the Atlantic Seaboard.

Bottlers Receive Charter



Teamster charter for Local 1343, Bottlers' union, was presented to John H. Wyant (second from left) of St. Paul when the CIO Brewery Local 343 seceded and joined the Teamster union. On hand to present the charter were officials of the Teamster Brewery and Soft Drink Conference, left to right, George Leonard, Los Angeles; Mr. Wyant; Steve Brody, Conference organizer; and William Ahearn, Los Angeles, chairman.

Union Man Is Better Employee



"Some people regard the meeting as their safety valve . . . and they will attend only when they feel dissatisfied."

Survey by Local Union 200 Shows Worker Loyal to Union Has More Pride in Company and Its Product

A GOOD union man is frequently also pro-company, according to a survey of members of Local 200 of the International Brotherhood of Teamsters in Milwaukee.

The survey, conducted by Ray Munts, instructor in the School for Workers at the University of Wisconsin, shows that a man who is loyal to his union usually has loyalty and pride in his company and in its product.

But the question of union or company loyalty is not the sole subject of the poll of IBT members. They are also asked how they feel about meetings; about union officers; about grievance procedures; about politics—and lots more.

More than 900 questionnaires were sent out, approximately one in three has been returned. The purpose, according to Roy C. Lane, president of Local 200, is to get

facts for discussion by stewards, so that they can know the problems of the members.

"The questionnaire was received with enthusiasm," Lane reports, "and has been a great help in promoting union interests among our membership. Since it was sent out, our meeting attendance has increased about 20 per cent."

The first eleven questions dealt with union-company relations. Incidentally, almost 9 out of 10 of the men had been union members for more than two years, and more than half of them had belonged to another union before coming to the Teamsters.

This group of "old pros" overwhelmingly recommend taking up grievances with your shop steward first, the union office or business agent second. Only one man in 10 thinks he could do better by dealing directly with management.

A majority say they always use the grievance machinery in the contract, but 4 out of 10 men have never had a complaint against their company.

Both stewards and foremen get a nod of approval from 7 out of 10 for doing a fair or better job, although the percentage is a bit higher for stewards than foremen, particularly in the "very good" category.

Some members think that the company could be more cooperative in dealing with complaints and

"Do you think workers in the company are better off with a union?" The answer was an overwhelming "Yes!"



that union officers could keep members more up-to-date on what is happening to complaints.

The next group of six questions concerns union meetings. While only six men out of a hundred attended all of the meetings, the other 94 can't blame it on their wives because only three wives out of 100 oppose the union.

The answer, perhaps, lies in Munt's comment on union meetings: "There is a clue in the fact that those who have not attended any meetings during the last year have greater confidence in their officers and stewards than the group as a whole. . . . These people may regard the meeting as their safety-valve, as a way of bringing dissatisfaction to the attention of officers, and they will attend only when they feel dissatisfied."

Nine out of 10 men think meetings are now held often enough and more than half of those who attend find the meetings interesting. About 75 per cent feel it is important to attend meetings (why don't you go, then?), and the same percentage believes that local union officers are interested in getting the ideas and opinions of the members. Only two men out of 100 surveyed have no interest in "keeping up with what's going on in the union."

Those who are interested in



More than half the Milwaukee Teamsters who replied to their questionnaire believed their contract was better than any other in the neighborhood. Nine out of 10 said it was good as any other.

"keeping up" get their information by talking to other workers, by attending membership meetings, from the steward, and by reading union newspapers, in that order.

All have suggestions for making sure the information gets around, and 60 per cent would help by serving on a union committee.

Among the ways suggested for spreading information, 24 per cent want a means to force people to attend meetings; 32 per cent say the

steward should be responsible; 27 per cent want a union newspaper with strictly local news; 9 per cent think things are fine as they are.

More than half the men believe their contract is better than any other in the neighborhood, and almost 9 out of 10 say their contract is as good as others in the area.

Some 80 per cent declare their committees do an effective job of negotiating, and 60 per cent are ready to strike to back up their committees. The largest group describes relations between the company and union as "tough but respectful on both sides," while the next largest group thinks both sides are "very cooperative." Only 2 per cent of the men say both the union and company were "very uncooperative."

Apparently union office is more attractive than being a foreman. Anyhow, 55 per cent say they would be a shop steward if asked and the same percentage agree they would run for union office if nominated. Only 30 per cent think they would like to be a foreman.

While 83 per cent are registered to vote, only 59 per cent thought the union should take part in politics; 23 per cent were positively opposed.

Approximately 7 out of 10 men state that the union should pass on

(Continued on page 26)



The survey proved that the American worker is still an independent voter. They want a "look-see" at candidates for public office first.

'55 TRUCK CHECK DECLARED SUCCESS

The 1955 National Truck Safety Check was a "decided success," according to reports coming to General President Dave Beck from all parts of the country. Reports were still coming in as this issue of THE INTERNATIONAL TEAMSTER was being prepared for publication and a full account was not available.

The 1955 checking campaign began at midnight, June 5, and extended until midnight, June 10. This checking period had been approved by a meeting of the Over-the-Road National Trade Division in April.

FEW VARIATIONS

This year's check had few variations from previous programs. The general procedures of checking this were the same as those followed in previous campaigns.

Photographs on this page are from Local 429, Reading, Pa., which had a particularly successful campaign and is typical of many of the local unions throughout the country which did a thorough job in their territories. Lewis Sweigart, president, and Robert Schell, secretary-treasurer, reported they received fine cooperation in their area.

During the truck check this year

a large number of Teamsters in the 11 Western States were locked out in a labor dispute which lasted 23 days and ended June 11. The Teamsters in the Western Conference have always been among the most diligent in supporting the annual truck check and the dispute which occurred during the checking period was regarded by all locals and joint councils who participated as particularly unfortunate.

Preliminary reports to the International Office indicated that experi-

ence of previous checking campaigns and briefings held before the 1955 effort began resulted in procedures being carried out throughout the country with hardly a hitch. Teamsters have made it their first order of business to notify employers of the time of the annual check and the general cooperation from fleet owners has been useful in expediting the annual drive.

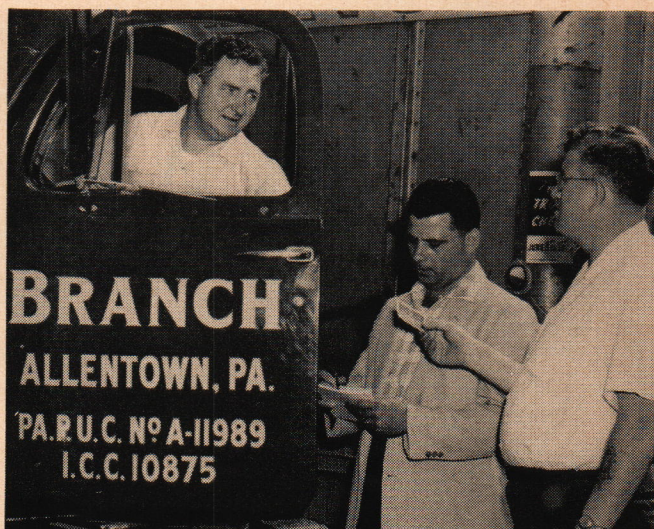
So well formulated has the truck check procedure become that in 1955 it was not necessary to provide the checking agents with as much checking equipment as usual. Both checked drivers and agents reported favorably on the new "approval cards," which were handed drivers in lieu of the due book stickers used heretofore.



Robert McDonough (left) and George Paull (extreme right) check the book of a Yankee Lines, Inc., driver from Akron in the 1955 truck check. The checking agents belong to Local 429, Reading, Pa.



A Berks Products Corporation driver receives a check card from Robert Fasig of Reading, Local 429. The other checking agent is LeRoy Agsten.



An Allentown, Pa., driver is checked by Harold Wells (left) and Robert Pierce, business agents of Reading, Local 429. The Reading Teamster local has 6,000 members.

The 'Low Down' from Low Point

Civil Defense Exercises Reveal Sad Shortcomings; Better Coordination And Communications Sorely Needed

By JOHN M. REDDING, *Executive Secretary*
Independent Advisory Committee to the Trucking Industry

FEDERAL CIVIL DEFENSE HEADQUARTERS, BATTLE CREEK, MICH.

THE code name for this headquarters in the national civil defense exercise which took place June 15-16 was "LOW POINT," and from a standpoint of the demonstration of an adequate civil defense transportation operating plan the code name was appropriate.

Actually although the exercise did show a startling lack of staff control, realistic approach and adequate planning it did demonstrate strongly that there is a national will to survive. All across the nation thousands of men and women, some paid Federal, state and municipal employees, but the greater proportion volunteers, showed that the will to serve was great and sincere.

HIGH POINT

The test itself was chiefly notable in the establishment of a **HIGH POINT** headquarters in a remote area near Washington, and a **LOW POINT** headquarters for civil defense operations, as differentiated from policy set at **HIGH POINT** at Battle Creek and for the establishment of other headquarters at Regional, State and local areas everywhere in the country. The second point demonstrated was an ability to connect all these headquarters in a communication net that did function.

On the other hand, the weaknesses that developed, particularly in the transportation picture—in the use of the nation's tremendous trucking industry—were glaring.

Staff control was strictly a sad sack operation. Informational traf-

fic up and down the operational channels was non-existent and no headquarters can function without information.

Imaginative appraisal of what really would have happened if the enemy had thrown such a tremendous weight of bombs on the country as was laid out as a condition of Operation Alert 1955 was a total failure. Fifty-five cities were bombed in the simulated attack.

For instance, New York City and the surrounding close-in greater New York area had one H-bomb equal to five million tons of T.N.T. dumped in its corporate lap. In addition, six other bombs were dropped in such close-in parts of the area as Newark, Yonkers, Brooklyn, Patterson, Jersey City, Elizabeth. Yet the FCDA Region which included New York reported everything under control shortly after the bombs were reported to have been dropped, and no outside assistance needed.

It seemed a completely unrealistic evaluation of what would have occurred. Particularly is this true in light of published accounts of the destructiveness of such attacks.

In the transportation picture the weaknesses were particularly glaring. Under the terms of the exercise the first four hours starting at 4 p. m. Greenwich mean time (12 noon, Washington daylight time) were actual. Then after a one-hour break each three hours constituted a day.

In the first four hours of actual time during the period that evacua-

tions of such great cities as Chicago, Milwaukee, Detroit, New York and Boston and others were ordered, no transport problems occurred according to the traffic that developed through this FCDA headquarters. The FCDA transport office here received not only no requests for aid and assistance but didn't even receive a message or a telephone call.

Representatives of rail, inland waterways, air lines and the nation's trucking industry had nothing to do whatsoever. They were completely ignored.

NO REQUESTS

No requests for transportation aid came into the Office of Civil Defense Transportation until late in the exercise and then the requests were of a trivial nature and represented no part of the kind of traffic that would be normal under attack conditions as laid down.

Staff work in the headquarters was a farce. Each division went its merry way sending messages as it saw fit, co-ordinating with no one. Consequently no orderly use of transport facilities was possible.

The Independent Advisory Committee to the Trucking Industry (ACT) of which Dave Beck is chairman represented the trucking industry at the FCDA Office of Transportation.

Planning by the trucking industry was not completed to a point where those plans actually were a part of this exercise.

A great portion of the blame for faulty functioning of the operational staff lies at the door of Congress

for not giving the FCDA sufficient funds. In addition authority under the Civil Defense Act was woefully weak because the states rights principle was followed in establishing responsibilities and in many areas state and target area administrators will have nothing to do with federal officials who have not the power to enforce their orders.

Probably the saddest part of the operation failures was the fact that huckster promotional methods dramatized the operation with the use of big names and the flaunting of the HIGH POINT Operation. But the failure of actual operations which took place here at LOW POINT were not covered by any significant group of newsmen from the national press.

In fact, FCDA's tremendous publicity staff didn't function at this level at all. One public relations man told a reporter he "didn't have time" to help out in getting information for the public.

The show was at HIGH POINT and no attention was focussed on operations.

Of course the facts are that policy can be set with merely a few highly placed officials sitting down together. It is a vital and necessary function.

But policy decisions as important as they are must be implemented and can only be made to work out in practice with a strong functioning operating staff. The public relations spotlight was focussed on President Eisenhower and his cabinet as the HIGH POINT staff. This had newspaper and TV glamor.

But little or no attention was given or was designed to be given to the operating staff which would make the difference between success and failure in event of actual attack.

This is truly sad because it is here that the devotion of thousands of little people really shows through crystal clear. It is sad that they are not given the wherewithal to make their patriotic efforts a success. And it seems sad too that these people cannot gain the measure of credit to which they are entitled for working and making the exercise succeed even in the slight measure that it did.

HAVE-IT-DELIVERED CAMPAIGN LAUNCHED

A drive to get union members and their wives to "have it delivered" is being spearheaded by William M. Griffin, director of the Miscellaneous Division of the International Brotherhood of Teamsters.

Other AFL unions have promised Griffin their cooperation, and told him they will carry the message to their members through their newspapers and magazines, union meetings, and shop stewards.

The campaign, which will be a continuation of the one carried on in THE INTERNATIONAL TEAMSTER over the years, will be inaugurated with a series of drawings for other unions to distribute through their publications and on bulletin boards.

These drawings will depict, not only the advantages of having items delivered from department stores, etc., but will point out why it is better to move everything from cut glass to concrete by trucks driven by Teamster members.

Both articles and drawings will point out that the price of delivery is usually figured in the customer's bill and that, therefore, it might as well be made use of.

A package delivered by an IBT member is guaranteed against loss and against breakage. In addition to leaving them free of all risk, such

delivery leaves shoppers arm-free and worry-free.

Shoppers will be urged to take advantage of another new service which is still confined to major population centers, but which will soon spread all over the country—particularly if the planned boost in parcel post rates goes through.

It is the "next day" delivery plan put into operation by a private concern (by United Parcel Service) in the New York and Chicago metropolitan areas.

This service will make daily pickups, Monday through Friday at the shipper's place of business, thus saving him a trip to the post office. Delivery the next day is guaranteed any where in the area.

Courteous, uniformed drivers who are IBT members, will see that packages are carefully handled, that signatures are obtained where necessary, check wrong addresses, and collect on C.O.D. deliveries.

While it is obvious that the "have it delivered" campaign will mean employment for Teamsters, it is just as obvious that it will mean increased comfort for the customer and, in the final run, increased business for those firms interested enough in their customers to see that their materials are delivered in union-driven trucks.

Trucks Prove Value in Nevada Test

Truck drivers proved they hold a key position in civil defense planning as a result of recent tests held at the Atomic Proving Grounds near Las Vegas, Nev.

The drivers participated in "Operation Cue" along with military, civil defense and other civilian groups.

When the tests were delayed, experts felt feeding of the 1,500 observers would have to be cancelled.

Temporary kitchens were erected

at the site, having in mind the necessity of bringing in from the outside to the test area food supplies.

It was to be a demonstration of the ability of trucks to bring food to a disaster area quickly.

When "Operation Cue" finally came off, the beans, the bread, the beef and everything else arrived in thermal containers right on time. Most of it carried on regular trucking runs.

AGREEMENT REACHED ON WEST COAST

ACCORD in the three and a half week strike for some 20,000 highway Teamsters in the 11 western states was finally reached on June 10, when the members involved voted overwhelmingly to accept the agreement offered by the employers committee.

Trucks across the vast area covered by the Western Conference of Teamsters roared into high gear on the following Monday. The demands sought by the Teamsters negotiating committee, headed by President Frank W. Brewster of the Western Conference, were met and ratified by the unions in the highway transport industry.

The general pattern for wage increases was set at eight cents an hour this year, eight cents next year, and seven cents the third year and 1/4 cent for each of the next three years for mileage. The new agreement also calls for five cents an hour towards an area-wide pension—to be sought when a suitable plan is presented by an insurance firm and approved by the union and employers' trustees.

Serving with President Brewster, who is also fifth vice president of the International Union, were John J. Sweeney, secretary and director of the Western Conference; John Annand, International representative and president of Joint Council of Teamsters No. 42, Los Angeles; and Joseph Diviny, eighth vice president of the International.

The pickup and delivery drivers in the Greater Los Angeles area also received a boost in wages. Their scale calls for 10 cents an hour this year, 10 cents next year and 9 cents the third year. This will have a stabilizing effect on the coast teaming movement, and brings Los Angeles to within a fraction of a cent of the scales paid in Northern California, Oregon and Washington for similar work.

Also highlighting the vast settlement of a dispute which started May 19 in the 11 western states

area were the fringe benefits and the elimination of inequities in contracts between the coastal and inland states. Southwestern and Rocky Mountain states benefited by the "one master" contract which was settled in Los Angeles.

Vice President Frank W. Brewster and a committee of 53 secretaries and business agents from the 11 Western States were in charge of the negotiations. The details were handled by the smaller committee of four, though after each session either with the employers committee or before the Federal Conciliation Service in Los Angeles, Brewster reported directly to the large committee.

It was a night and day effort long before the strike was called, and continuously throughout the strike. Sessions were sometimes stormy as the Teamster leaders argued their points before the employers and the Federal conciliator.

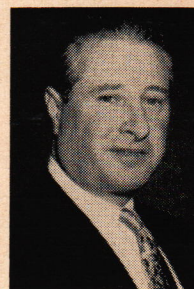
"I have the greatest admiration for the way the employers' committee conducted themselves during negotiation and conciliation sessions," President Brewster declared. "It is true that we had our differences across the bargaining table, but that's what collective bargaining is all about. The employers proved that they were men of good faith, conscious of their own side and the welfare of their employees."

Representing the employers were Neil Curry, president of the American Trucking Associations and an operator in the Los Angeles area;

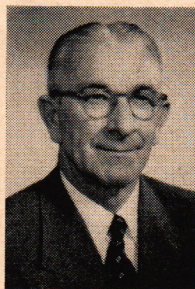
Negotiators



Frank Brewster



Joseph Diviny



John Annand



John Sweeney

George Eastes, president of Lee and Eastes Motor Freight and Tanker Service, Seattle; and Stewart Moore, president of the Los Angeles-Seattle Motor Express.

"The large committee was especially helpful in bringing about the final settlement," Vice President Brewster commended the secretaries and business agents who worked with him in Los Angeles. "Each man had the grasp of the problems peculiar to his own area. Each presented his case clearly so that such problems weren't overlooked in the final agreement. It was the best committee I have ever had the pleasure to head."

All firms in the 11 western states were rolling in high gear about three days after the last union ratified the agreement.

Western Conference Session June 27

The Western Conference of Teamsters was scheduled to hold its annual session in Los Angeles, Calif., the week of June 27. Full details and photos will appear in the August TEAMSTER.

General President Dave Beck was scheduled to address the conference as he has every year since the area group was organized. Also scheduled to appear on the speakers' program were Governor Goodwin Knight of California and Senator Warren Magnuson of Washington, chairman of the powerful Interstate and Foreign Commerce Committee.

Jack Annand, president of Joint Council 42, Los Angeles, was to open the conference as temporary chairman, introduce guests and then turn the gavel over to the permanent chairman, Vice President Frank W. Brewster, director of the Western Conference of Teamsters.

Questionnaire

(Continued from page 21)

information about candidates for election, and 56 per cent agree that it is all right for a union to endorse candidates.

However, the American worker is still an independent in politics—only 18 per cent declare that they would vote the union's recommendations without reservations. The rest want a "look-see" first.

The biggest affirmative vote is given to, "Do you think workers in the company are better off with a union?" Only 1 per cent say they would be better off without a union; 91 per cent say they are better off with the union; 3 per cent can't see any difference; 5 per cent do not answer.

All these figures are not "a perfect mirror of union member attitudes," Munts reports, "but they do show some of the problems of union administration."

By the way, Munts is not a theoretical unionist. He spent a number of years on the staff of the CIO Textile Workers in the perennially "distressed" employment area of Scranton and Wilkes-Barre, Pa.

Munts points out that while there is always a chance the figures are a bit out of line in a one-third return such as in this survey, that it is possible that "the critics are more likely to return their questionnaires. We just don't know. Since there are very strong and very timid replies among both critical and favorable answers to the questionnaire, I think we can rely on the quality of the results."

Organizing In Canada

(Continued from page 8)

The Canadian Brotherhood of Railway Employees and Other Transport Workers (CCL) has 17 collective agreements covering 900 employees in Ontario, Quebec and the Prairie Provinces. In Quebec, says the study, "syndicates directly chartered by the Canadian and Catholic Confederation of Labor

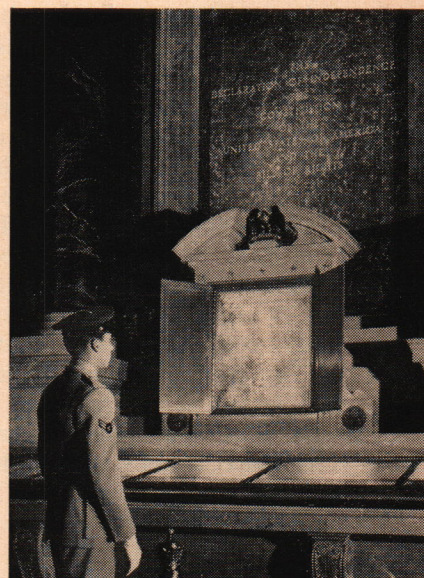
represents 450 workers under four agreements. Other unions which have some of the truck workers include the International Association of Machinists (AFL-TCL); the United Automobile Workers (CIO-CCL) and the International Union of United Brewery, Flour, Cereal, Soft Drink and Distillery Workers of America (CIO-CCL)."

In pointing out the trend toward multi-employer units, the survey shows that 8,400 workers are cov-

ered in multi-employer bargaining units with the Teamsters as the bargaining representative in most units.

The term of the agreements are mostly one year. Of the 77 agreements 56 are for one year or less; four for more than one but less than two years; 14 (covering 5,400 workers) are for two years and three are for more than two years. In other words, 8,500 workers or three out of four are under agreements for one year or less.

Our Cover Picture



Few documents in the history of mankind have been revered with the devotion which we bestow upon our Declaration of Independence and the Constitution of the United States of America.

These two precious works of the founding fathers now are enshrined in the National Archives in the nation's capital. For many years they had been on display in the Library of Congress.

A special automatic safe to house the great documents—the Declaration of Independence, the Bill of Rights and the Constitution of the United States—was constructed and installed in the Archives building when the documents were removed from the Library of Congress. This safe, electrically controlled, houses the documents. Each night after they have been on display all day, the documents are lowered by electric elevator mechanism into the safe. The safe had to be designed and built to meet the display specifications laid down by the rare documents experts of the Government.

The Declaration of Independence, shown against the wall in the photo is lowered vertically while the Bill of Rights and the Constitution are on display horizontally. All are lowered and raised by the same automatic mechanism.

The cover picture was made exclusively for THE INTERNATIONAL TEAMSTER through special arrangements with the National Archives.

200,000 VISIT UNION INDUSTRIES SHOW IN BUFFALO

More than 200,000 persons went through the turnstiles of the 1955 AFL Union Industries Show at Buffalo, N. Y. The annual exposition of labor-management products and services was held from May 19 until May 24 with organized labor in the New York State area lending full support and cooperation. The show drew patronage from the New England states, New York state, Pennsylvania and from the provinces of Ontario and Quebec in Canada. The International Brotherhood of Teamsters had an exhibit which drew attention to the role of truck drivers and warehousemen in the commercial life of each community. Demands to have the show in the Pacific Northwest will be answered next year when the 1956 show is staged in Seattle, Wash. Exposition officials have already begun working with Seattle labor groups to make next year's show the best that has yet been held.

AT AFL SHOW (clockwise)—AFL Secretary-Treasurer William F. Schnitzler (fourth from left) visits Teamster exhibit on opening day. Butcher Workmen officials take time out for a hot dog. Secretary Patrick E. Gorman (left) and President Earl W. Jimerson. A baker at the Bakers' & Confectioners' exhibit gets another batch of buns ready for the oven. Laundry Workers finishing up shirts at the Laundry Workers' booth. An old-time glass blower demonstrates his art at the Glass Bottle Blowers' Association display.



SHORT TERM JOB LASTS 51 YEARS

FIFTY-ONE years ago January 6 a gangling kid working to help support his family in Denver dropped into the Denver Dry Goods Co. and volunteered for a wagon boy job.

He was rejected at first but his persistence finally won over the delivery foreman and Louis Rauchenberger became a teamster.

On April 1, 1955, the job that Louis Rauchenberger took "for a few weeks" came to an end. After more than 51 years of delivery service, Louie hung up his drayman's cap and went into retirement.

The retirement didn't go unheralded. Men and women who had worked with Louie for half a century paid him high tribute. His company presented him with a gold watch, his union gave him a big sendoff and Louie parked his delivery truck in the garage to lead a life of leisure.

Louie began as a hop boy for the big department store at a time when Denver was switching from a mountain hamlet to a city in long pants. He hopped on and off the horse-drawn wagons for six months and the boss decided he was alert and capable enough to take over the job of entry clerk.

A growing kid, Louis disliked the stuffy entry office and figures. He

asked to be transferred to the open air and beamed in 1906 when he began driving his own horse and wagon.

Louie liked horses and he liked people. He began acquaintances with store patrons that last until today. He grew up in an era when the deliveryman, the iceman, the vegetable man were entitles and persons with names and families and personalities. He was a friend of the people on his route.

Louie reported to work early. He harnessed and hitched up his own team and drove a morning round. Then he would return to the stables, have lunch, switch horses and go out on an afternoon delivery. At night he cuffed the horses, polished the harness, greased his axels and shined up his wagon. On Saturdays there was an evening trip.

The city in those days was cobblestones and dirt. In winter and on rainy days the trip was muddy and long and always cold. But Louie liked the job and he stuck.

In 1915, Louie became an expert at dodging and working around the snorting monster that was the automobile. He knew that some day he would be behind the wheel of a horseless carriage and filling it with gasoline and oil instead of oats.

That year Ford Motor Co. sold the Denver Dry Goods Co. on a fleet of horseless carriages. Louie hated the switch because he has a great sensitivity for horses. But he accepted it and moved behind the wheel of his new contraption.

The Ford people sent out a team of mechanics and drivers to indoctrinate the drivers in their new conveyance.

"I remember the first time I got behind the wheel," Louie recalls. "I started her up and away we went out of control. I hollered 'Whoa!' but the durned thing wouldn't halt. I smashed up a fender and got off on the wrong foot."

But Louie soon became proficient in the art of handling the exploding machine. Today he proudly wears a cap badge that attests he has gone 18 years without an accident.

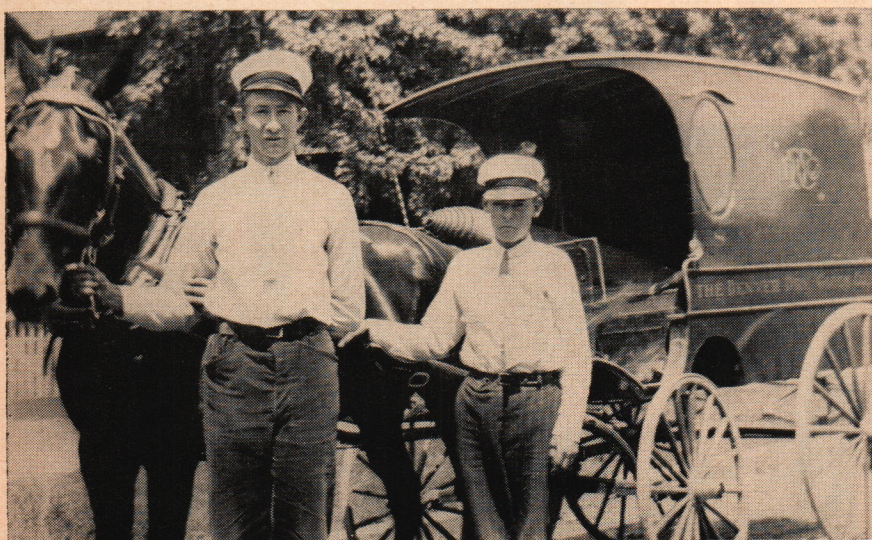
The hours were long, the pay was poor, conditions weren't the best and there was little provision for vacations or overtime.

Louie began to show interest in the union movement. So in 1933 he became a charter member of Local 435 of the Delivery Drivers, Warehousemen and Helpers Union. His service to the union and its causes was noted in his retirement. He had served as vice president four years and is regarded as an elder union statesman.

"That's the one job I ever held. No others," he says. "I got married on it, raised a family of two girls and a boy and lived in a good, modest way."

In 1932, the deliveries for the dry goods company were taken over by Package Delivery Service, but the change was nothing for Louie. He still kept the same old route and delivered to his friends.

Charles A. Shinn, who went to work for the dry goods company in 1916 and is an old friend of Louie's, now is chairman of the board. When Louie hung up his cap and gloves, Shinn remarked: "Louie represents an important segment of service to America and his community. He served faithfully, efficiently and with great credit to his name, his union and his company. He will be missed."



Louis Rauchenberger and "hop boy" about 1908.

WHAT'S NEW?

Greater Safety With Acid-Pouring Spout

A new unbreakable, acid-resistant plastic spout for pouring battery acid is being marketed by a Chicago firm that is designed to eliminate the danger of damage or injury from splashing acid, insure a steady, air-free flow of acid, and, since the flow stops automatically when the proper level of electrolyte in the battery is reached, insure accurate filling.

Long-Term Guarantee With Clearance Lamp

A 10-year guarantee comes with a new clearance lamp that meets or exceeds SAE recommended procedure, ICC and state requirements. Designed for use on trucks, trailers, vans and other commercial vehicles that do not require the extra safety of vapor-proof construction with threaded connections, the unit provides longer-lasting and better lighting even under toughest service conditions. A special snap arrangement holds the rugged lucite lens of this clearance lamp.

Pilot Light on New Signal Switch

A ready-to-install directional signal switch that will fit any size steering column and will operate any 6 or 12v directional signals is being presented by a Chicago manufacturer. Especially designed for trucks, trailers and buses, this directional signal switch is constructed with a built-in pilot light.

Add Injector Tube Replacer to Line

A Pittsburgh manufacturer has added an injector tube replacer kit to its line of GM Series 71 tools. Featured in the kit is a newly-developed tool for removing the injector tube from the cylinder in one simple operation by means of a gripping device with sharp, slip-proof teeth which, when expanded by tightening a screw drive, bite into the internal wall of the injector tube. The injector tube may then be pulled out of the cylinder head simply by turning the drive screw which projects from the top of the tool. Six tools which perform all factory-recommended operations are included in the kit.

Cargo Rope Nets Save Man Hours

Especially valuable for flatbed trucks is a line of manilla rope nets for load tie-down being marketed from San Francisco. Considerable man hours will be saved, according to the manufacturer, by the simple application of the net instead of single ropes and he points out that added strength and flexibility have been obtained through the use of continuous length of rope. Also, a tarpaulin can be held in place on rainy days easier and better when the cargo net is used.

Convert Drill to Power Saw Uses

Any electric drill can be converted to a power saw and nibbler with an attachment device from Ohio. Wood, plastic or plasterboard can be sawed with this tool, says the manufacturer, and all metals can be cut into pipe, bar, tube, rod or sheet form without a starting hole. With a starting hole of only a 1/4 inch, the device will nibble metal lath, wood, plastic composition material or sheet metal up to 20 gage.

Special Design Of Grease Gun

A new line of grease fittings is currently being marketed that features a ball bearing tip design to keep dirt and foreign matter out, a balanced action spring which retracts easily under pressure yet holds the ball firmly in place, and enlarged inner passage that admits more lubricant and speeds grease jobs.

Hydraulic Pump's Versatile Features

The line of hydraulic equipment of a well-known firm has been expanded to include a two-speed, hand-operated hydraulic pump with two separate pumping units which permit a variation in the operating speed of the ram, jack or other pieces of equipment being activated. One piston is 3/4-inch in diameter and delivers 3000 psi while the other piston is 1/2-inch in diameter and delivers 10,000 psi to provide maximum power with lesser speed at the ram. For mounting on specialized equipment, the pumping unit, with three high pressure outlets, one low pressure outlet and a built-in overload valve, may be purchased separately.

Truck Crane Is Compact, Versatile

An electric truck crane that requires for installation only the drilling of five holes and connection of the electric cables to the truck battery is now avail-

able. One man can operate the push button controls for use anywhere within a radius of 8 feet from the crane, handling loads up to 1000 pounds and stop it at any height instantaneously by means of its automatic braking. Six feet high, the crane has a 4-foot boom that can swing a full 360-degrees. Only 18 x 23 inches of mounting surface are required for the complete power unit and crane.

Engine Wear Meter Registers Danger

A newly-introduced engine wear meter which can be permanently attached to any engine gives the operator warning when there is fuel dilution, water or anti-freeze leakage, wrong grade make-up oil, running on dead filters and other such engine hazards. Any increase or decrease in viscosity produces a reaction in the meter.

Advertising Decals For Ribbed Bodies

A New Jersey firm has solved the problem of applying product decals to the sides of trailers and truck bodies with a ribbed construction. Onto pre-cast heavy gage metal the product decals are first mounted and these in turn are delivered to garages where they can be bolted onto trailers and trucks.

Steam Cleaner From Armed Forces

A West Coast manufacturer has announced the availability of a 600-gph steam cleaning and 500-gph high pressure rinse machine, which was used exclusively for many years by the Armed Forces for heavy duty cleaning purposes. In a one-nozzle operation, the machine delivers 600 gph of vapor cleaning solution. For two nozzles, it puts out 300 gph per nozzle and in three nozzle operation, 200 gph each. Two models are available, one gas fired and the other oil.

Portable Battery Charger Announced

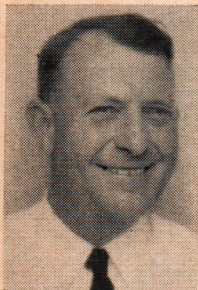
A major storage battery manufacturer now has on the market a portable, all purpose utility battery charger which weighs only 31 pounds. It charges both 6 and 12-volt batteries and includes a convenient, built-in compartment for storing leads and tools. They are ideal for use on starter service calls, and they can also serve as a supplementary charger. The new model charges 6-volt batteries at 40 amp and 12-volt batteries at 25 amp, operating on 115 volt 50/60 cycle AC. The "Utility Charger," as it is called, will be useful for cars, trucks, tractors, and boats, the manufacturer points out.

TEAMSTER TOPICS

Fourth Signifies Freedom

FRED A. GOKENBACH, *Local 600*
St. Louis, Mo.

Independence Day recalls the Four Freedoms—Freedom from Want, Freedom from Fear, Freedom of Speech and Freedom of Religion.



Gokenbach

This Day recalls the pledge of allegiance, "I pledge allegiance to the Flag of the United States of America and to the Republic for which it stands; one nation, under God, indivisible, with liberty and justice for all."

The Teamsters' Unions stand firmly behind Uncle Sam. President Dave Beck wrote in *THE INTERNATIONAL TEAMSTER* magazine of June, 1955: "I repeat that our union does not recognize a color line. I care not whether that is popular or unpopular. I know it is

right and you know that it is right. Everyone, who searches his conscience, knows that it is right. That is the basis upon which we are building this International Union."

"The Teamsters' Union does not care what a man's religion is, or what his race or his creed is. All of us have the same hopes and the same desires. We all have a wish that our children shall have it a little better than we did."

The Constitution of the Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America states "no person shall be eligible for membership in this organization who has not declared his intention to become a citizen." Further, "no member of the Communist Party or other subversive organization, nor any person who subscribes or lends support to their doctrines, shall be allowed to hold membership in any local union of the International organization." Also, "to be eligible to hold office in a local union a member must be a citizen."

God bless America, the land of

the Free and the home of the Brave. Our gratitude to all members of our Armed Services who give so much for our Freedom. Best wishes to the living, God's blessings to the dead.

807 Scholarships Awarded

New York's Local 807 has presented its \$2,800 scholarships to a son and a daughter of teamsters, the second couple to gain free schooling at Fordham University.

Winners in this year's contest conducted by the Education Testing Service at Princeton, N. J., were George J. Lankevich, son of George Lankevich, and Patricia Margaret Talt, daughter of Lawrence Talt.

Sixteen youngsters competed for the scholarships. The results were sent to Dr. Alexander Schneiders, director of psychological services at Fordham.

The two winners are entitled to four years of study at Fordham.

Lankevich is employed by Perkins Trucking Company, Ridgewood, N. Y., and Talt is steward of the rigging division of the United States Trucking Corporation.

Texas-Size Sign

The Texas Conference of Teamsters got into the public relations act recently when they dedicated a huge safety sign in Dallas. In order to make a big splash in Texas, of course, you have to have the biggest of something, so, appropriately enough, the Teamsters constructed the "world's biggest traffic safety reminder."

The sign, a 25-foot-high illuminated one, has been placed atop a building at one of the busiest points in the Southwest—Dallas' traffic-filled Central Expressway, a six lane north-south controlled access thoroughway.

Murray W. Miller, director of the Southern Conference of Teamsters; Joe J. Murray, city director of traf-



Joe J. Murray, Dallas director of traffic safety education, left, holds the portable switch as H. R. Moore, president of the Southwest Operators' Association, energizes the huge new Teamsters' traffic safety sign on Central Expressway. Looking on are Deputy Police Chief Charles Batchelor, second from left, W. L. Piland, secretary-treasurer of Local 745, second from right, and Murray W. Miller, right, chairman of the Southern Conference.

fic safety education; Deputy Police Chief Charles Batchelor; and representatives of the Dallas Citizens Traffic Commission officiated at dedication ceremonies.

The sign reads: "On Strike Against Traffic Deaths . . . World's safest drivers, Members of Teamsters Union." It also features a clock to further attract motorists' eyes. The clock is situated in the middle of the Teamsters' label.

Officials estimate 55,000 motorists will see the sign every 18 hours.

Lee Heads Commission

International Vice President William A. Lee has been named president of the Chicago Civil Service Commission by Mayor Richard J. Daley, a member of Bakery Drivers' Local 734.

Lee will head a three-man commission to govern the city's workers. He pledged to give the people of Chicago the best possible administration of the program.

"I firmly believe that strong civil service is the best way to achieve honesty and efficiency in government. We shall hold fast to the gains made in civil service and we shall make new advances. I shall cooperate in every way with my colleagues on the Civil Service Commission . . . in perfecting the best possible personnel administration for Chicago," Lee promised.

Pasteur Award Winner



John Signaigo, a milk route salesman for 27 years and a member of St. Louis Local 603, has been awarded the 1955 Pasteur Award Medal, a nationwide contest sponsored by the Milk Industry Foundation, Washington, D. C. Making the presentation is C. J. Schneider, president of the St. Louis Dairy Co., for whom Signaigo works.

Wins Pasteur Award

A St. Louis route salesman, John Signaigo, has been awarded the 1955 Pasteur Award Medal for saving the life of a man injured in a fall.

Signaigo, route man for the St. Louis Dairy Co. and a member of Local 603, won out in the nation-

wide contest sponsored by the Milk Industry Foundation, Washington, D. C., when he answered a housewife's call for help December 14, 1954.

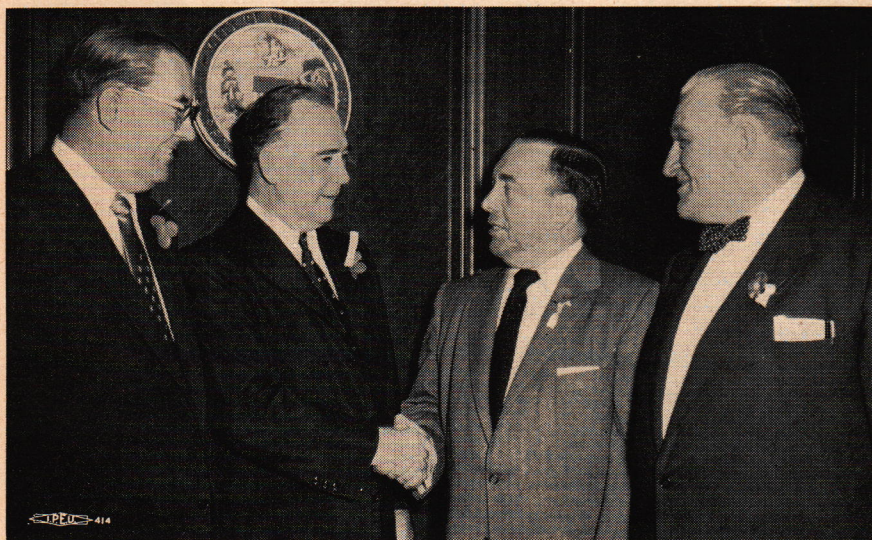
The woman had found her husband lying at the base of a flight of stairs and bleeding badly from a deep head gash. She called Signaigo who was making a delivery. Signaigo quickly applied pressure to the wound with towels and stayed the flow of blood until the victim was removed to the hospital some 40 minutes later.

The Teamster is the father of nine and has nineteen grandchildren.

82 and Active

William Harder has just been awarded a \$30 prize for courtesy. Harder, a member of Local 405 in St. Louis, was a railroad worker for 53 years before he "retired" 12 years ago to take up hacking.

The 82-year-old Harder has never had an accident in his 12 years of driving in St. Louis' busy traffic.



Teamsters on hand to congratulate the new president of Chicago's Civil Service Commission included Secretary-Treasurer John Ryan, left, and President John Thibreau, right, of Joint Council 25. Shaking hands with Lee, who is also president of the Chicago Federation of Labor, is Mayor Richard J. Daley, member of Bakery Drivers Local 734.

LAUGH LOAD

Clever Dodge

In a few months it will be too darn hot to do that job that it was too cold to tackle last winter.

★

Sylph-ish

"That girl has a sylph-like figure."
"Yeah, and she keeps it all to her sylph, too."

★

Now Behave

Two sweet young things were discussing affairs of the heart.

"So you've accepted Tom?" said one acidly. "I suppose he didn't happen to mention that he had previously proposed to me?"

"Well, not exactly," replied the other blandly; "but he did confess that he'd done a lot of silly things before he met me."

★

Traffic Lesson

"What is the difference between a girl and a traffic cop?"

"When a cop says 'stop,' he means it."

★

Wishful Thinking

Teacher (who has found Tommy out before): "Did your father write this essay on 'Why I love teacher'?"

Tommy: "No, he didn't; mother stopped him."

★

A Good Neighbor

Neighbor (looking over garden fence): "Have your bees done well this year, Brown?"

Brown: "Well, they haven't given much honey, but they've stung my mother-in-law twice."

★

Real Devotion

"I shore wish I had my wife back," sighed the mountaineer.

"Where is she?" asked a friend.

"Sold her for a jug of mountain dew."

"I reckon you're beginning to miss her."

"Nope, I'm thirsty agin."

★

Time Marches On

A traveling man was having to spend the week-end in a country village. On Sunday he decided to go to church. But, after the sermon started and went on for two hours, he began to get nervous and fidget around. Finally he asked an old

man sitting next to him how long the preacher had been preaching there?

"About ten years," the old man replied.

"Well, I'll stay then," said the man. "He must be almost through!"

★

Unpredictable

"What's the matter, John? You look kind o' weather-beaten this morning."

"That's exactly what I am. I bet \$5 it would rain yesterday, and it didn't."

★

Service, Please

Little Frederick was saying his prayers one night. His mother overheard this gem: "And please make Tommy stop throwing things at me. By the way, I've mentioned this before."

★

Discouraging

Stout woman—I want to return this washing machine.

Salesman—Why, what's wrong with it?

Stout woman—Every time I get in the thing the paddles knock me off my feet.

★

So True

"My husband is an efficiency expert in a large office."

"What does an efficiency expert do?"

"Well, if we women did it, they'd call it nagging."

★

A Precaution

"John," said the nervous woman, nudging her railroader-husband, "did you hear anything?"

"Yes, dear, it must be burglars."

As he spoke he began to get out of bed.

"Oh, John, do be careful! Don't take any risks. What are you going to do?"

"Lock the bedroom door," was the firm reply.

★

Athlete

Walking is supposed to be a lost art. But a guy still has to get to the garage somehow.

★

Have 'Em Fooled

Lawyer: "So you want me to draw up the deed to this land you are buying?"

Swedish Client: "No. Ay want a mortgage."

Lawyer: "No, you mean a deed."

Client: "No. Ay bot lant two year ago and got deed; and faller come vit mortgage and took it. Dis time Ay want mortgage myself."

Low Rates

Married granddaughter: Tom and I have arranged our holiday. We're going to hike.

Grandma: It's wonderful how popular that place has become. Everybody seems to be going there nowadays.

★

Right!

A newly-appointed vice president (one of seven) was given a lengthy lecture on his duties by the chairman of a large Midwest corporation. "Do you now understand what your duties are?" asked the chairman. "Yes, sir," said the new vice president, "if you make a mistake I cheerfully take the blame."

★

His Own Fault

The angler had just landed a fish when the inquisitive woman chanced to be passing.

"Oh," she exclaimed, "that poor little fish!"

The angler replied. "Well, madam, if he'd kept his mouth shut he would not have got into trouble."

★

How Many?

After the wedding the happy couple were photographed as they left the church, and proofs were promised in a few days.

The large envelope duly arrived, and was opened in great excitement.

Inside were several studies of a baby lying on a rug, and on the back they read: "Please state clearly which size you want—and how many."

★

How's That?

"It's a strange thing, Jim," said Farmer Brown. "Yer allus late of a mornin' and you live right on the farm. Now Bill, here, who lives two miles away, is allus on time."

"There's nuthin' funny about that," retorted Jim. "If Bill's late in the mornin' he can hurry a bit, but if I'm late, I'm already here!"

★

Tactful

A film actor and wife were seated in a secluded corner of their club. The wife had a tongue like a shrew and was berating her husband in no uncertain terms.

Unnoticed by her, a party of acquaintances approached within earshot, just as she delivered herself of this: "You mean skunk! Of all the slimy snakes I think you're the worst. You're just a cheap skate!"

Noticing the people who had just arrived, the husband, who deserves a medal for tact, said: "Quite right, dear; and what else did you say to him?"

FIFTY YEARS AGO in our Magazine

(From *Teamsters' Magazine*, July, 1905)

CONVENTION PLANS

Members and officers were busy planning for the third annual convention, scheduled August 7 in Philadelphia.

The Odd Fellows Temple, with a seating capacity of 800, was to be the scene of the convention meetings. The New Bingham Hotel, at Eleventh and Market Streets was designated as convention headquarters. The hotel agreed to furnish lodging for delegates at the rate of \$1 a day. Another hotel offered a 75-cent rate, and a third would provide room and board for \$2.

JAPANESE IMITATIONS

An article from the "Indianapolis News" regarding trade practices of the new world power, Japan, was deemed important enough to reprint in the International magazine. The article complained that the Japanese manufacturers were imitating American products and passing them off as "imports."



Brewery workers had cause for concern. Bottles of allegedly "imported" beer had this inscription:

"The efficacy of this beer is to give the health and especially the strength for stomach. The flavor is so sweet and simple that no injure for much drink."

It was pointed out that an American couldn't "stomach" that kind of talk about his beer, but apparently the imitation, by being given a foreign flavor, appealed to Orientals.

LESSON IN AUTOMATION

"To do even the most humble work

worthily and well something more than blind mechanical service must be given."

To support this statement the July issue of the union magazine told of a young mistress who asked her cook about a certain recipe.

"Just how much flour do you put in, Mary?"

"Law, mum, you don't follow any rule; you just use your judgment."

"But suppose you don't have any judgment?"

"Then don't cook," was the to-the-point reply.

'OUT OF DEBT'

"Our little Local 709 (St. Louis) is in better shape now than ever—practically out of debt," reported the corresponding secretary.

The local still had no business agent, but was paying \$1 for every new member to the member vouching for him. A "very good plan," the secretary said.

The local had just signed a new two-year contract covering the city's department store drivers.

SATISFY THE "KNOCKER"?

"If organized labor could take in members and increase their wages and better their conditions within 30 days of organization; if it could maintain its strength and prestige without its members having to pay dues, attend meetings or being bothered by having to think or take part in the business of organization; if it could convert sophistry into reason and dishonesty into justice; if it could make the impossible possible, and if its officers were satisfied to be denounced for doing and condemned for not doing—why, perhaps, it would be able to satisfy the knocker. However, of this we are not sure."

That was the July, 1905, formula for "satisfying the knocker."

PROSPERITY IN THE WEST

Irrigation was a blazing hope for new prosperity in the West.

"Because the irrigation projects of the Government are not visible at our very doors, do not forget that they are gradually transforming Western deserts into fertile fields," commented an editorial.

"They are laying the foundation for

contentment and fortune for thrifty Americans, and for the increase of the producing capacity of American farms . . ."

It was pointed out that some \$50 million were to be spent shortly on more irrigation projects. Those projects would create from 100,000 acres of worthless land 160-acre homesteads for more than 300,000 families. Each settler would pay back to the Government the total cost in 10 annual installments.

"It will not be a great while before the arid West will 'blossom like a rose.' No wonder, then, that the Westerners are talking of irrigation and little else."

'HAPPIEST MAN'

The "Happy Man" was described this way by our July, 1905, issue:

"The happiest man in the world is the common, everyday chap who makes his own living, pays his own bills, has a little money as he goes along, but doesn't strike to get a corner on the local out-

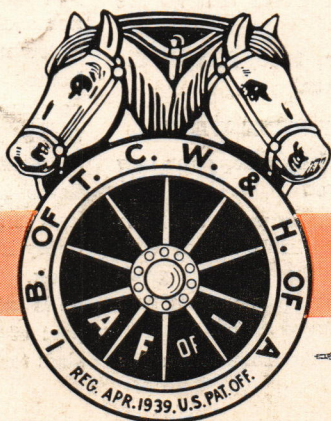


put, and is a slave to neither ambition nor society. He loves his God and his fellow man, thinks 'there is no place like home,' the haven of rest; prefers the company of his wife and children to that of any one else; never has to sit up at night to poultice his conscience; believes in the doctrine of live and let live, and when he encounters one of the needy he doesn't stutter with his pocket-book. The plain man is happy because he is satisfied and doesn't spend the best part of his life yearning for things four sizes too large for him."

Remind Your Wife!



STRESS the importance of shopping where purchases are **UNION-DELIVERED** and see that they **are** delivered. Why should your wife carry them around with her, chancing loss and breakage? Fellow-Teamsters will provide prompt, careful delivery. The same goes for you . . . always say "Deliver it!"



HAVE IT DELIVERED